

AGENDA



INNER WEST COUNCIL

LOCAL TRAFFIC COMMITTEE MEETING

TUESDAY 4 DECEMBER 2018

10.00am

Function of the Local Traffic Committee

Background

Roads and Maritime Services (RMS) is legislated as the Authority responsible for the control of traffic on all NSW Roads. The RMS has delegated certain aspects of the control of traffic on local roads to councils. To exercise this delegation, councils must establish a local traffic committee and obtain the advice of the RMS and Police. The Inner West Council Local Traffic Committee has been constituted by Council as a result of the delegation granted by the RMS pursuant to Section 50 of the Transport Administration Act 1988.

Role of the Committee

The Local Traffic Committee is primarily a technical review and advisory committee which considers the technical merits of proposals and ensures that current technical guidelines are considered. It provides recommendations to Council on traffic and parking control matters and on the provision of traffic control facilities and prescribed traffic control devices for which Council has delegated authority. These matters are dealt with under **Part A** of the agenda and require Council to consider exercising its delegation.

In addition to its formal role as the Local Traffic Committee, the Committee may also be requested to provide informal traffic engineering advice on traffic matters not requiring Council to exercise its delegated function at that point in time, for example, advice to Council's Development Assessment Section on traffic generating developments. These matters are dealt with under **Part C** of the agenda and are for information or advice only and do not require Council to exercise its delegation.

Committee Delegations

The Local Traffic Committee has no decision-making powers. The Council must refer all traffic related matters to the Local Traffic Committee prior to exercising its delegated functions. Matters related to State Roads or functions that have not been delegated to Council must be referred directly to the RMS or relevant organisation.

The Committee provides recommendations to Council. Should Council wish to act contrary to the advice of the Committee or if that advice is not supported unanimously by the Committee members, then the Police or RMS have an opportunity to appeal to the Regional Traffic Committee.

Committee Membership & Voting

Formal voting membership comprises the following:

- one representative of Council as nominated by Council;
- one representative of the NSW Police from each Local Area Command (LAC) within the LGA, being Newtown, Marrickville, Leichhardt and Ashfield LAC's.
- one representative from the RMS; and
- State Members of Parliament (MP) for the electorates of Summer Hill, Newtown, Heffron, Canterbury, Strathfield and Balmain or their nominees.

Where the Council area is represented by more than one MP or covered by more than one Police LAC, representatives are only permitted to vote on matters which effect their electorate or LAC.

Informal (non-voting) advisors from within Council or external authorities may also attend Committee meetings to provide expert advice.

Committee Chair

Council's representative will chair the meetings.

Public Participation

Members of the public or other stakeholders may address the Committee on agenda items to be considered by the Committee. The format and number of presentations is at the discretion of the Chairperson and is generally limited to 3 minutes per speaker. Committee debate on agenda items is not open to the public.

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Late Items

Nil at time of printing.

Part B - Items for Information Only

Nil at the time of printing.

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7 Close of Meeting

**Minutes of Meeting
Held at Petersham Service Centre on 6 November 2018**

Meeting commenced at 10.05am

ACKNOWLEDGEMENT OF COUNTRY BY CHAIRPERSON

I acknowledge the Gadigal and Wangal people of the Eora nation on whose country we are meeting today, and their elders past and present.

COMMITTEE REPRESENTATIVES PRESENT

Clr Victor Macri	Chair – Deputy Mayor – Marrickville Ward
Bill Holliday	Representative for Jamie Parker MP, Member for Balmain
Sarina Foulstone	Representative for Jo Haylen MP, Member for Summer Hill
Sgt Paul Vlachos	NSW Police – Inner West Police Area Command
SC Sam Tohme	NSW Police – Burwood Police Area Command
Marina Nestoriadis	NSW Police – Leichhardt Police Area Command
Ryan Horne	Roads and Maritime Services

OFFICERS IN ATTENDANCE

Peter Whitney	Transit Systems – Inner West Bus Services
Asith Nagodavithane	Transit Systems – Inner West Bus Services
Colin Jones	Inner West Bicycle Coalition
Clr Marghanita da Cruz	Councillor – Leichhardt Ward
Wal Petschler	IWC's Group Manager, Roads, Traffic and Stormwater
John Stephens	IWC's Traffic and Transport Services Manager
Manod Wickramasinghe	IWC's Coordinator Traffic and Parking Services (North)
Jenny Adams	IWC's Engineer – Traffic and Parking Services
Vinoth Srinivasan	IWC's Engineer – Traffic and Parking Services
Felicia Lau	IWC's Engineer – Traffic and Parking Services
Scipio Tam	IWC's Engineer – Traffic and Parking Services
Boris Muha	IWC's Engineer – Traffic and Parking Services
Davide Torresan	IWC's Civil Engineer
Christina Ip	IWC's Business Administration Officer

VISITORS

Andrew Akratos	Item 14
Tony Franken	Item 15
Belinda Mason	Item 17
Nicole Sun	Item 17
Marion Rae	Item 17
John Hart	Item 17
Steven Carpenter	Item 20
Phillipa Goodrick	Item 29
Sara Arthur	Item 29
Matina Mottee	Item 29
Rene Holmes	Item 29
Calum Hutcheson	Item 31
Tony Metledge	Item 31

APOLOGIES:

George Tsaprounis	IWC's Coordinator Traffic and Parking Services (South)
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DISCLOSURES OF INTERESTS:

Nil.

CONFIRMATION OF MINUTES

The Minutes of the Local Traffic Committee Meeting held on Tuesday, 2 October 2018 were confirmed.

MATTERS ARISING FROM COUNCIL'S RESOLUTION OF MINUTES

The Local Traffic Committee recommendations of its meeting held on 2 October 2018 were adopted at Council's meeting held on 30 October 2018.

**LTC1118 Item 1 Short Street, Birchgrove Christmas Street Party - Road Occupancy
(Balmain Ward/ Balmain Electorate/ Leichhardt LAC)****SUMMARY**

Council has received an application for approval of a Christmas Street Party in Short Street, Birchgrove between Curtis Road and Spring Street to be held on Saturday, 15 December 2018 between 6:00pm and 11:30pm.

Officer's Recommendation**THAT:**

1. The temporary road closure of Short Street, Birchgrove between Curtis Road and Spring Street on Saturday, 15 December 2018 between 6:00pm and 11:30pm be supported as per the submitted TCP;
2. All residents and businesses in and around the affected area, including NSW Fire & Rescue (Balmain) to be notified by the applicant in advance (7 days prior to the event) of the temporary road closure;
3. A minimum four (4) metre unencumbered passage be available for emergency vehicles through the closed section of Short Street, Birchgrove; and
4. The occupation of the road carriageway must not occur until the road has been physically closed.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION**THAT:**

1. The temporary road closure of Short Street, Birchgrove between Curtis Road and Spring Street on Saturday, 15 December 2018 between 6:00pm and 11:30pm be supported as per the submitted TCP;

2. All residents and businesses in and around the affected area, including NSW Fire & Rescue (Balmain) to be notified by the applicant in advance (7 days prior to the event) of the temporary road closure;
3. A minimum four (4) metre unencumbered passage be available for emergency vehicles through the closed section of Short Street, Birchgrove; and
4. The occupation of the road carriageway must not occur until the road has been physically closed.

For motion: Unanimous

LTC1118 Item 2 Unnamed Laneway (between May Street and The Boulevarde), Lilyfield Christmas Street Party - Road Occupancy (Balmain Ward/ Balmain Electorate/ Leichhardt LAC)

SUMMARY

Council has received an application for approval of an annual Christmas Street Party in the Unnamed Laneway between May Street and The Boulevarde, Lilyfield to be held on Saturday, 22 December 2018 between 4:00pm and 10:00pm.

Officer's Recommendation

THAT:

1. The temporary road closure of the Unnamed Laneway, Lilyfield between May Street and The Boulevarde (section at the rear of Nos. 355-367 Balmain Road) on Saturday, 22 December 2018 between 4:00pm and 10:00pm be supported as per the submitted TCP;
2. All residents and businesses in and around the affected area, including NSW Fire & Rescue (Leichhardt) to be notified by the applicant in advance (7 days prior to the event) of the temporary road closure;
3. A minimum three (3) metre unencumbered passage be available for emergency vehicles through the closed section of Unnamed Laneway Lilyfield; and
4. The occupation of the road carriageway must not occur until the road has been physically closed.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT:

1. The temporary road closure of the Unnamed Laneway, Lilyfield between May Street and The Boulevarde (section at the rear of Nos. 355-367 Balmain Road) on

Saturday, 22 December 2018 between 4:00pm and 10:00pm be supported as per the submitted TCP;

- 2. All residents and businesses in and around the affected area, including NSW Fire & Rescue (Leichhardt) to be notified by the applicant in advance (7 days prior to the event) of the temporary road closure;**
- 3. A minimum three (3) metre unencumbered passage be available for emergency vehicles through the closed section of Unnamed Laneway Lilyfield; and**
- 4. The occupation of the road carriageway must not occur until the road has been physically closed.**

For motion: Unanimous

LTC1118 Item 3 Temporary Road Closure to Carryout Sewer Works on 5-7 White Street, Lilyfield (Balmain Ward/ Balmain Electorate/ Leichhardt LAC)

SUMMARY

An application has been received from Gledhill Constructions for the temporary full road closure of White Street, Lilyfield between Moore Street and Moore Lane (frontage of house No.5-7 White Street section) between Wednesday, 28 November 2018 and Wednesday, 12 December 2018, with a further 2 weeks contingency thereafter to carryout sewer works on White Street, Lilyfield. It is recommended that the proposed temporary road closure be approved, subject to the conditions outlined in this report.

Officer's Recommendation

THAT:

- 1. The proposed temporary full road closure of White Street, between Moore Street and Moore Lane (frontage of house No.5-7), Lilyfield from 7am to 5pm, Wednesday 28 November 2018 to Wednesday, 12 December 2018, with a further 2 weeks contingency thereafter, in order to carryout sewer works in White Street, Lilyfield as per the submitted TCP;**
- 2. A Road Occupancy License be obtained by the applicant from the Transport Management Centre;**
- 3. All affected residents and businesses, including the NSW Police Local Area Commander, Fire & Rescue NSW and the NSW Ambulance Services be notified in writing, by the applicant, of the proposed temporary road closure at least 7 days in advance of the closure with the applicant making reasonable provision for stakeholders; and**
- 4. The occupation of the road carriageway must not occur until the road has been physically closed.**

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT:

1. The proposed temporary full road closure of White Street, between Moore Street and Moore Lane (frontage of house No.5-7), Lilyfield from 7am to 5pm, Wednesday 28 November 2018 to Wednesday, 12 December 2018, with a further 2 weeks contingency thereafter, in order to carryout sewer works in White Street, Lilyfield as per the submitted TCP;
2. A Road Occupancy License be obtained by the applicant from the Transport Management Centre;
3. All affected residents and businesses, including the NSW Police Local Area Commander, Fire & Rescue NSW and the NSW Ambulance Services be notified in writing, by the applicant, of the proposed temporary road closure at least 7 days in advance of the closure with the applicant making reasonable provision for stakeholders; and
4. The occupation of the road carriageway must not occur until the road has been physically closed.

For motion: Unanimous

**LTC1118 Item 4 Red Lion Street, Rozelle, Annual Road Occupancy (Street Party)
(Balmain Ward/ Balmain Electorate/ Leichhardt LAC)**

SUMMARY

This report seeks approval for the temporary road closure of Red Lion Street, Rozelle to facilitate the annual 'Christmas Street Party' event that has been successfully conducted since 2009.

Officer's Recommendation**THAT:**

1. The temporary road closure of Red Lion Street between Darling Street and Evans Street, Rozelle on Saturday, 15 December 2018 between 5:00pm – 12:00midnight be supported as per the submitted TCP;
2. All residents and businesses in and around the affected area, including NSW Fire & Rescue (Balmain/Leichhardt) to be notified by the applicant in advance (7 days prior to the event) of the temporary road closure;
3. A minimum four (4) metre unencumbered passage be available for emergency vehicles through the closed section of Red Lion Street, Rozelle; and
4. The occupation of the road carriageway must not occur until the road has been physically closed.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION**THAT:**

1. The temporary road closure of Red Lion Street between Darling Street and Evans Street, Rozelle on Saturday, 15 December 2018 between 5:00pm – 12:00midnight be supported as per the submitted TCP;
2. All residents and businesses in and around the affected area, including NSW Fire & Rescue (Balmain/Leichhardt) to be notified by the applicant in advance (7 days prior to the event) of the temporary road closure;
3. A minimum four (4) metre unencumbered passage be available for emergency vehicles through the closed section of Red Lion Street, Rozelle; and
4. The occupation of the road carriageway must not occur until the road has been physically closed.

For motion: Unanimous

LTC1118 Item 5 Lyall Street, Leichhardt - Christmas Street Party - Road Occupancy (Leichhardt Ward/ Balmain Electorate/ Leichhardt LAC)

SUMMARY

Council has received an application from a resident of Lyall Street, Leichhardt to conduct a Christmas Street Party in Lyall Street, west of Flood Street between 2.00pm and 6.00pm on Saturday, 15 December 2018. This event was successfully conducted in 2017.

Officer's Recommendation**THAT:**

1. The temporary full road closure of Lyall Street, west of Flood Street, Leichhardt on Saturday, 15 December 2018 between 2:00pm and 6:00pm be supported as per the submitted TCP;
2. All residents and businesses in and around the affected area, including NSW Fire & Rescue (Leichhardt) to be notified by the applicant in advance (7 days prior to the event) of the temporary road closure;
3. A minimum four (4) metre unencumbered passage be available for emergency vehicles through the closed section of Lyall Street; and
4. The occupation of the road carriageway must not occur until the road has been physically closed.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT:

1. The temporary full road closure of Lyall Street, west of Flood Street, Leichhardt on Saturday, 15 December 2018 between 2:00pm and 6:00pm be supported as per the submitted TCP;
2. All residents and businesses in and around the affected area, including NSW Fire & Rescue (Leichhardt) to be notified by the applicant in advance (7 days prior to the event) of the temporary road closure;
3. A minimum four (4) metre unencumbered passage be available for emergency vehicles through the closed section of Lyall Street; and
4. The occupation of the road carriageway must not occur until the road has been physically closed.

For motion: Unanimous

LTC1118 Item 6 Liberty Street and Bedford Street, Stanmore – Temporary Full Road Closure for Rail Overbridge Refurbishment Works (STANMORE WARD /NEWTOWN ELECTORATE/ INNER WEST LAC)

SUMMARY

An application has been received from Sydney Trains TfNSW for the temporary full road closure of Liberty Road (between Railway Avenue and Trafalgar Street) and Bedford Street (between Liberty Street and Pierce Street), Stanmore on 3 separate occurrences being 8 to 11 March 2019, 5 to 8 April 2019 and 1 to 4 November 2019 in order to carry out refurbishment works on the Liberty Street Stanmore rail over bridge. The streets will be temporarily closed to all vehicular traffic, including emergency vehicles and local residents.

It is recommended that the proposed temporary full road closures be approved, subject to the conditions outlined in this report.

Officer's Recommendation

THAT the proposed temporary full road closure of Liberty Road (between Railway Avenue and Trafalgar Street) and Bedford Street (between Liberty Street and Pierce Street), Stanmore on 3 separate occurrences being 8 to 11 March 2019, 5 to 8 April 2019 and 1 to 4 November 2019 be approved, in order to carry out refurbishment works on the Liberty Street Stanmore rail over bridge subject to the following conditions:

1. A Road Occupancy License be obtained by the applicant from the Transport Management Centre.
2. All affected residents and businesses, including the NSW Police Local Area Commander, Fire & Rescue NSW and the NSW Ambulance Services be notified in writing, by the applicant, of the proposed temporary road closure at least 7 days in advance of the closure with the applicant making reasonable provision for stakeholders.
3. The occupation of the road carriageway must not occur until the road has been physically closed.

DISCUSSION

Council Officers advised that noise impacts may be an issue for residents in the area. Council

Officers recommended that the notification letters, to be mailed out by Sydney Trains, include advice on the impact of night time closures and include a contact number so residents can contact Sydney Trains directly if any issues arise.

The RMS representative stated that applications for full road closures and the TMP need to be sent to RMS for approval.

The Committee members agreed with the Officer's recommendation with the addition of a recommendation regarding notification letters and for the application and the TMP to be submitted to RMS.

COMMITTEE RECOMMENDATION

THAT the proposed temporary full road closure of Liberty Road (between Railway Avenue and Trafalgar Street) and Bedford Street (between Liberty Street and Pierce Street), Stanmore on 3 separate occurrences being 8 to 11 March 2019, 5 to 8 April 2019 and 1 to 4 November 2019 be approved, in order to carry out refurbishment works on the Liberty Street Stanmore rail over bridge subject to the following conditions:

- 1. A Road Occupancy License be obtained by the applicant from the Transport Management Centre.**
- 2. All affected residents and businesses, including the NSW Police Local Area Commander, Fire & Rescue NSW and the NSW Ambulance Services be notified in writing, by the applicant, of the proposed temporary road closure at least 7 days in advance of the closure with the applicant making reasonable provision for stakeholders. The notification letter should advise stakeholders of the impact of night time closures and include the applicant's contact number.**
- 3. The occupation of the road carriageway must not occur until the road has been physically closed.**
- 4. The application and TMP be submitted to RMS for approval.**

For motion: Unanimous

LTC1118 Item 7 Fisher Street, Petersham between Regent Street and Audley Street – Temporary Full Road Closure to carry out crane lift works at No. 22 (Stanmore Ward/Newtown Electorate/Inner West LAC)

SUMMARY

An application has been received from Boycebuild Pty Ltd for the temporary full road closure of Fisher Street, Petersham between Regent Street and Audley Street, for a period of 8 hours on 3rd December 2018 between the hours of 7:00am and 3pm, in order to stand a mobile crane to carry out crane lift works. It is recommended that the proposed temporary full road closure be approved, subject to the conditions outlined in this report.

Officer's Recommendation

THAT the proposed temporary full road closure of Fisher Street, Petersham between Regent Street and Audley Street, for a period of 8 hours on 3rd December 2018 between the hours of 7:00am and 3pm, be APPROVED in order to stand a mobile crane to carry out crane lift works at No.22 Fisher Street, subject to the following conditions;

- 1. A Road Occupancy License be obtained by the applicant from the Transport Management Centre.**
- 2. All affected residents and businesses, including the NSW Police Local Area**

Commander, Fire & Rescue NSW and the NSW Ambulance Services be notified in writing, by the applicant, of the proposed temporary road closure at least 7 days in advance of the closure with the applicant making reasonable provision for stakeholders.

3. The occupation of the road carriageway must not occur until the road has been physically closed.

DISCUSSION

Council Officers advised that the applicant has requested for a change of date for the proposed full road closure to 5 December 2018 due to industrial action on 3 December 2018. The TMP with the new date has been submitted to the RMS for approval. It was agreed that as the closure date of 3rd December was apparently being advertised to meet the 28 day advertising period prior to Council approval, the applicant would need to reapply and a new closure date would require a 28 day advertising period.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT the proposed temporary full road closure of Fisher Street, Petersham between Regent Street and Audley Street, for a period of 8 hours on 3rd December 2018 between the hours of 7:00am and 3pm, be APPROVED in order to stand a mobile crane to carry out crane lift works at No.22 Fisher Street, subject to the following conditions;

1. A Road Occupancy License be obtained by the applicant from the Transport Management Centre.
2. All affected residents and businesses, including the NSW Police Local Area Commander, Fire & Rescue NSW and the NSW Ambulance Services be notified in writing, by the applicant, of the proposed temporary road closure at least 7 days in advance of the closure with the applicant making reasonable provision for stakeholders.
3. The occupation of the road carriageway must not occur until the road has been physically closed.

For motion: Unanimous

LTC1118 Item 8 Phillip Street, PETERSHAM - Installation of 12 metre Length of 'Loading Zone' Restrictions (STANMORE WARD / NEWTOWN ELECTORATE / INNER WEST LAC)

SUMMARY

A request has been received for a 'Loading Zone' in Phillip Street, Petersham to help facilitate loading and unloading for local businesses along Parramatta Road and Phillip Street, Petersham.

It is recommended that a 12 metre length (existing 2 car parking spaces with '1P 8.30am-6.00pm Mon-Fri, 8.30am-12.30pm Sat' restrictions) be replaced with "Loading Zone 8.30am – 4.30pm Monday – Friday" restrictions on the western side of Phillip Street (adjacent to the Petersham Inn), commencing from the existing 'No Stopping' restrictions (closest to Parramatta Road) be approved, in order to provide loading / unloading facilities for local businesses along Parramatta Road and Phillip Street, Petersham.

Officer's Recommendation

THAT a 12 metre length (existing 2 car parking spaces with '1P 8.30am-6.00pm Mon-Fri, 8.30am-12.30pm Sat' restrictions) be replaced with "Loading Zone 8.30am – 4.30pm Monday – Friday' restrictions on the western side of Phillip Street (adjacent to the Petersham Inn), commencing from the existing 'No Stopping' restrictions (closest to Parramatta Road) be approved, in order to provide loading / unloading facilities for local businesses along Parramatta Road and Phillip Street, Petersham.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT a 12 metre length (existing 2 car parking spaces with '1P 8.30am-6.00pm Mon-Fri, 8.30am-12.30pm Sat' restrictions) be replaced with "Loading Zone 8.30am – 4.30pm Monday – Friday' restrictions on the western side of Phillip Street (adjacent to the Petersham Inn), commencing from the existing 'No Stopping' restrictions (closest to Parramatta Road) be approved, in order to provide loading / unloading facilities for local businesses along Parramatta Road and Phillip Street, Petersham.

For motion: Unanimous

**LTC1118 Item 9 Bridge Road, STANMORE – Proposed 10 Minute Parking Restrictions
1-7 Albany Road (Stanmore Ward / Newtown Electorate / Inner West LAC)**

SUMMARY

As part of the approved child care centre development at 1 – 7 Albany Road, Stanmore a condition of the Modified Land and Environment Court Order No. 250036 of 2016, dated 21 December 2016 was that the applicant was to apply to the Local Traffic Committee for 2 dropoff/pick-up car spaces on Bridge Road, Stanmore. The development results in two on-street spaces gained in Bridge Street due to redundant existing vehicular crossings being reconstructed as kerb and gutter. The applicant requests that new parking restrictions be considered and approved for these spaces as a drop-off/pick-up facility for the child care centre.

It is recommended that a 12 metre length (2 car parking spaces) of 'P10 7:00am-9:30am 3:30pm-6:00pm, Monday-Friday' restrictions be installed on the western side of Bridge Street adjacent to 1-7 Albany Road, Stanmore. Adjacent businesses/residences will be notified of the new restrictions when the signage is to be installed.

Officer's Recommendation

THAT:

- 1. Council approve the installation of two 'P10 7:00am-9:30am 3:30pm-6:00pm, Monday-Friday' parking spaces on the western side of Bridge Street (commencing from the kerb blister closest to Salisbury Lane), between Albany Road and Salisbury Lane, Stanmore in order to provide an additional on-street drop-off/pick-up facility;**
- 2. The existing 'No Stopping 9.00pm-5.00am Monday – Sunday' restrictions on the western side of Bridge Street, between Albany Road and Salisbury Lane,**

Stanmore remain; and

3. The costs of the supply and installation of the parking signage are to be borne by the applicant.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT:

1. Council approve the installation of two 'P10Minute 7:00am-9:30am 3:30pm-6:00pm, Monday-Friday' parking spaces on the western side of Bridge Street (commencing from the kerb blister closest to Salisbury Lane), between Albany Road and Salisbury Lane, Stanmore in order to provide an additional on-street drop-off/pick-up facility;
2. The existing 'No Stopping 9.00pm-5.00am Monday – Sunday' restrictions on the western side of Bridge Street, between Albany Road and Salisbury Lane, Stanmore remain; and
3. The costs of the supply and installation of the parking signage are to be borne by the applicant.

For motion: Unanimous

LTC1118 Item 10 Keith Street, Dulwich Hill - Proposed Improvements to Streetscape – Amended Design Plans 6190_update 11-10-18 (STANMORE WARD /SUMMER HILL ELECTORATE/ INNER WEST LAC)

SUMMARY

Detailed design plans have now been finalised for the proposed improvements to the streetscape in Keith Street, Dulwich Hill. The proposal will enhance the street with new footpath and road surfaces, as well as drainage improvements and increased landscaped areas.

Consultation was undertaken with 127 owners and occupiers of properties in the locality regarding the proposal. A summary of the consultation results are presented in this report for consideration.

It is noted that after consultation and following community objection to the loss of parking (2 on-street spaces), the original consultation plans have now been amended (6190_update 11-10-18) by shortening the northern kerb extension to within the statutory 10 metres from the intersection. This has now resulted in the gain of one of the proposed 'lost' parking spaces. The southern kerb extension must remain as originally proposed due to design constraints. Essentially, there is now a net loss of 1 parking space as a result of the proposal, not the original proposed two on-street spaces.

It is recommended that the proposed amended detailed design plans be approved.

Officer's Recommendation

THAT the detailed amended design plans (Design Plan No.6190_update 11-10-18 – 1,2,3) for the proposed improvements to the streetscape be APPROVED.

DISCUSSION

Clr da Cruz asked whether the proposed landscaping includes rain gardens. Council Officers advised that water sensitive design is incorporated in projects where possible.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT the detailed amended design plans (Design Plan No.6190_update 11-10-18 – 1,2,3) for the proposed improvements to the streetscape be APPROVED.

For motion: Unanimous

LTC1118 Item 11 Percival Road and Albany Road roundabout, STANMORE - Proposed speed cushions and kerb blisters – Design Plan 10049 (STANMORE WARD /NEWTOWN ELECTORATE/ INNER WEST LAC)

SUMMARY

Design plans have been prepared for proposed speed cushions and minor splitter island modifications to existing kerb blisters at Percival Road and Albany Road roundabout, Stanmore as part of Council's Traffic Capital Works Program. The proposal for speed cushions, kerb blister modifications and associated signs and line marking will improve traffic conditions and road safety at this location. The proposal is funded from a successful application as part of the 2017/18 Federal and NSW Government's Blackspot Programs.

Consultation was undertaken with owners and occupiers of properties in Percival Road and Albany Road regarding the proposal. A summary of the consultation results are presented in this report for consideration. It is recommended that the proposed detailed design plan be approved.

Officer's Recommendation

THAT the detailed design plan for the speed cushions, kerb blisters and associated signs and line markings at the roundabout of Percival Road and Albany Road, Stanmore (as per Design Plan No.10049) be APPROVED.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT the detailed design plan for the speed cushions, kerb blisters and associated signs and line markings at the roundabout of Percival Road and Albany Road, Stanmore (as per Design Plan No.10049) be APPROVED.

For motion: Unanimous

LTC1118 Item 12 Garden Street, Marrickville - Temporary Long Term Full Road Closure (MARRICKVILLE WARD /SUMMER HILL ELECTORATE/ INNER WEST LAC)

SUMMARY

An application has been received from Sydney Metro SSJ Group – Sydenham Metro Upgrade project – for the temporary long term full road closure of Garden Street, Marrickville (between the rear of 1-11 Sydenham Road to Garden Street roads end) between 27 November 2018 and December 2021 in order to carry out construction activities for the upgrade of Sydenham Station being delivered as part of the Sydney Metro City & Southwest program of work. The subject street section will be temporarily closed to all vehicular traffic.

It is recommended that the proposed temporary full road closure be approved, subject to the conditions outlined in this report.

Officer's Recommendation

THAT the proposed temporary long term full road closure of Garden Street (58 metres south of Shirlow Street to Garden Street roads end) 27 November 2018 and December 2021 be APPROVED in order to carry out construction activities for the upgrade of Sydenham Station being delivered as part of the Sydney Metro City & Southwest program of work subject to the following conditions:

- 1. A Road Occupancy License be obtained by the applicant from the Transport Management Centre;**
- 2. All affected residents and businesses, including the NSW Police Local Area Commander, Fire & Rescue NSW and the NSW Ambulance Services be notified in writing, by the applicant, of the proposed temporary road closure at least 7 days in advance of the closure with the applicant making reasonable provision for stakeholders; and**
- 3. The occupation of the road carriageway must not occur until the road has been physically closed.**

DISCUSSION

Council Officers tabled more detailed plans indicating where barriers will be located (Attachment 1).

The representative for the Member for Summer Hill asked about impacts to parking on Garden Street and asked for clarity regarding the length of the notification period. Council Officers advised that efforts have been made to minimise impact to residents and retain pedestrian access and parking. In regards to the applicant notifying stakeholders, Council Officers advised that the applicant has a communication policy that includes notifying stakeholders at least 14 day prior to the commencement of works, which can be provided to the representative.

Clr da Cruz requested any placement of temporary traffic warning signs not obstruct footpaths. Council Officers advised that attempts are being made to maintain footpath access for as long as possible.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT the proposed temporary long term full road closure of Garden Street (58 metres south of Shirlow Street to Garden Street roads end) 27 November 2018 and December 2021 be APPROVED in order to carry out construction activities for the upgrade of Sydenham Station being delivered as part of the Sydney Metro City & Southwest program of work subject to the following conditions:

- 1. A Road Occupancy License be obtained by the applicant from the Transport Management Centre;**
- 2. All affected residents and businesses, including the NSW Police Local Area Commander, Fire & Rescue NSW and the NSW Ambulance Services be notified in writing, by the applicant, of the proposed temporary road closure at least 7 days in advance of the closure with the applicant making reasonable provision for stakeholders; and**
- 3. The occupation of the road carriageway must not occur until the road has been physically closed.**

For motion: Unanimous

LTC1118 Item 13 Railway Parade, Marrickville - Temporary long term full road closure for construction works related to Sydenham Metro Upgrade – SSJ Group (MARRICKVILLE WARD /SUMMER HILL ELECTORATE/ INNER WEST LAC)

SUMMARY

An application has been received from Sydney Metro SSJ Group – Sydenham Metro Upgrade project for the temporary long term full road closure of Railway Parade, Marrickville between Sydenham Road (adjacent to 1-11 Sydenham Road) and Railway Parade from 27 November 2018 to December 2021 in order to carry out construction activities for the upgrade of Sydenham Station being delivered as part of the Sydney Metro City & Southwest program of work. The subject street section will be temporarily closed to all vehicular traffic.

It is recommended that the proposed temporary full road closure be approved, subject to the conditions outlined in this report.

Officer's Recommendation

THAT the proposed temporary long term full road closure of Railway Parade, Marrickville between Sydenham Road (adjacent to 1-11 Sydenham Road) and Railway Parade from 27 November 2018 to December 2021 be APPROVED in order to carry out construction activities for the upgrade of Sydenham Station being delivered as part of the Sydney Metro City & Southwest program of work subject to the following conditions:

- 1. A Road Occupancy License be obtained by the applicant from the Transport Management Centre.**
- 2. All affected residents and businesses, including the NSW Police Local Area Commander, Fire & Rescue NSW and the NSW Ambulance Services be notified in writing, by the applicant, of the proposed temporary road closure at least 7 days in**

advance of the closure with the applicant making reasonable provision for stakeholders.

3. The occupation of the road carriageway must not occur until the road has been physically closed.

DISCUSSION

Council Officers tabled more detailed plans indicating where barriers will be located (Attachment 2).

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT the proposed temporary long term full road closure of Railway Parade, Marrickville between Sydenham Road (adjacent to 1-11 Sydenham Road) and Railway Parade from 27 November 2018 to December 2021 be APPROVED in order to carry out construction activities for the upgrade of Sydenham Station being delivered as part of the Sydney Metro City & Southwest program of work subject to the following conditions:

1. A Road Occupancy License be obtained by the applicant from the Transport Management Centre.
2. All affected residents and businesses, including the NSW Police Local Area Commander, Fire & Rescue NSW and the NSW Ambulance Services be notified in writing, by the applicant, of the proposed temporary road closure at least 7 days in advance of the closure with the applicant making reasonable provision for stakeholders.
3. The occupation of the road carriageway must not occur until the road has been physically closed.

For motion: Unanimous

LTC1118 Item 14 Armstrong Street / Queen Street / Hardy Street intersection, Ashbury – Revised intersection Design Plan – RC552 D - C17 (Ashfield Ward/Summer Hill Electorate/Inner West LAC)

SUMMARY

Council has previously approved planned improvements at the intersection of Armstrong Street, Queen Street and Hardy Street, Ashbury to improve the safety for pedestrians and vehicles, following extensive engagement with the community in December 2015 and March 2016. Some amendments have been completed to the approved design plan.

A revised design plan has now been finalised for the proposed intersection improvements at Armstrong Street / Queen Street / Hardy Street intersection, Ashbury. The revised proposal with road reconstruction, construction of new pedestrian refuges, kerb blisters and extensions, upgraded street-lighting, footpath and storm water upgrades, line marking and signs will improve the safety for pedestrians and vehicles using this intersection.

Consultation was undertaken with owners and occupiers of properties in the locality regarding the revised proposal. It is recommended that the revised detailed design plan be approved.

Officer's Recommendation

THAT;

- (1) the design plan for the revised improvement works, including road reconstruction, construction of two new pedestrian refuges with kerb blisters and extensions, upgraded street-lighting, footpath and storm water upgrades, line marking and signs at the intersection of Armstrong Street, Queen Street and Hardy Street, Ashbury (as per the attached design plan No. RC552 D-C17) be APPROVED.**
- (2) Reduce the 'No Stopping' distance on the western side of Queen Street (southern approach) from 23m to 20m for the refuge located in Queen Street South of Hardy Street to provide adequate space for one car parking space adjacent to the driveway.**

DISCUSSION

Public speaker: Andrew Akratos attended at 10.13am

Mr Akratos, resident of a property on the corner of Queen Street and Hardy, made the following comments:

- Pedestrian safety on Queen Street South is a major concern.
- Vehicles travelling into Queen Street South from Queen Street North often dangerously undertake U-turns into Hardy Street or Armstrong Street.
- Queen Street South experiences high volumes of vehicles during morning and afternoon peak periods with vehicles entering from Harland Street.
- More safety facilities should be placed or better positioned on Queen Street South to improve pedestrian access.
- The 'No Stopping' distance will result in loss of street parking adjacent to his property on Hardy Street and Queen Street. Access to his property will become problematic as he has young children, his wife has mobility issues and has elderly relatives who visit.

Council Officers advised Mr Akratos that the second part of the Officer's recommendation proposes reducing the 'No Stopping' distance on Queen Street to provide space for one parking space, which addresses his concerns regarding loss of parking adjacent to his property.

(Mr Akratos left at 10.17am)

Council Officers tabled a response received after the consultation period closed (Attachment 3).

The representative for the Inner West Bicycle Coalition requested for bike symbols to be installed on Hardy Street from Armstrong Street to the kerb extensions. The representative stated that previously there was no access to Hardy Street from Queen Street; however, that has since changed which has led to an increase in the number of cyclists accessing Hardy Street schools from Queen Street. Installing bike symbols would warn motorists of increased cyclist activity in that section of road.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT;

- (1) the design plan for the revised improvement works, including road reconstruction, construction of two new pedestrian refuges with kerb blisters and extensions, upgraded street-lighting, footpath and storm water upgrades, line marking and signs at the intersection of Armstrong Street, Queen Street and Hardy Street, Ashbury (as per the attached design plan No. RC552 D-C17) be **APPROVED**.
- (2) Reduce the 'No Stopping' distance on the western side of Queen Street (southern approach) from 23m to 20m for the refuge located in Queen Street South of Hardy Street to provide adequate space for one car parking space adjacent to the driveway.
- (3) Bicycle logos be installed in Hardy Street from Armstrong Street to the kerb extensions proposed in Hardy Street.

For motion: Unanimous

LTC1118 Item 15 Summer Hill Street at Victoria Street, Lewisham – Proposed Kerb Extensions Design Plan – No.10043 (Stanmore Ward / Summer Hill Electorate / Inner West LAC)

SUMMARY

A design plan has been finalised for the proposed traffic calming improvement works in Summer Hill Street at Victoria Street, Lewisham to improve pedestrian safety and address illegal parking at the intersection. There are no changes to the existing parking restrictions in the street. The kerb extensions will be constructed within the statutory 10m 'No Stopping' distance at the intersection and there be no loss of legal on-street parking spaces.

Consultation was undertaken with owners and occupiers of properties adjacent to the intersection of Summer Hill Street and Victoria Street, Lewisham regarding the proposal. It is recommended that the detailed design plan be approved (Design Plan – 10043).

Officer's Recommendation

THAT the design plan for the proposed kerb extensions and associated signs and line markings in Summer Hill Street and Victoria Street, Lewisham (as per the attached design plan No. 10043) be APPROVED.

DISCUSSION

Public speaker: Tony Franken attended at 10.18am

Mr Franken opposed the proposed kerb extensions and made the following comments:

- Turning vehicles often cut the corner of Victoria Street and Summer Hill Street due to the narrow roads.
- Vehicles on Summer Hill Street approaching Victoria Street often do not adequately stop or slow down before entering Victoria Street.
- Motorists travelling along Summer Hill Street often travel through the middle of the road. The proposed kerb extensions will narrow the road, further funnelling vehicles to the middle of the road.
- In lieu of kerb extensions, centre lines could be marked on Summer Hill Street to

remind motorists to stay in their lane when entering and exiting the street. Give Way linemarking and signage could also be installed on Summer Hill Street. If this option was implemented, 'No Stopping' signs on either sides of Victoria Street would need to be installed.

(Mr Franken left at 10.22am)

It was agreed that the centre linemarkings in Victoria Street and Summer Hill Street would improve traffic flow at the intersection.

Council Officers tabled submissions received after the consultation period closed (Attachment 4).

The Committee members agreed with the Officer's recommendation with the addition of centre linemarkings for Victoria Street and Summer Hill Street.

COMMITTEE RECOMMENDATION

THAT:

1. the design plan for the proposed kerb extensions and associated signs and line markings in Summer Hill Street and Victoria Street, Lewisham (as per the attached design plan No. 10043) be APPROVED; and
2. centre line marking be installed on Victoria Street and Summer Hill Street for an appropriate length within the intersection.

For motion: Unanimous

LTC1118 Item 16 Minor Traffic Facilities (All Wards/ All Electorates/ All LACs)

SUMMARY

This report considers minor traffic facility applications received by Inner West Council, including 'Disabled Parking' and 'Work Zone' requests.

Officer's Recommendation

THAT:

1. The requested 'Disabled Parking' zone in front of No.44 Edith Street, Leichhardt not be supported as the property as an off-street parking space;
2. A 6m 'Disabled Parking' zone be installed in front of No.21 Red Lion Street, Rozelle;
3. A 5.5m 'Disabled Parking' zone be installed in front of No.34 Rawson Street, Haberfield;
4. A 5.5m 'Disabled Parking' zone be installed in front of No.15 Campbell Street, Balmain;
5. A 5.5m 'Disabled Parking' zone be installed in front of No.14 Reuss St, Birchgrove;
6. A 9m 'Works Zone 7.00am – 5.00pm Mon-Fri and 8.00am – 1.00pm Sat' be installed in front of No.25 Isabella Street, Balmain for 12 weeks, subject to written

concurrence from the owner of No.25 Isabella Street, Balmain;

7. A 23m 'Works Zone 7.00am – 6.00pm Mon-Fri and 8.00am – 1.00pm Sat' be installed in front of No.2-4 Murrell Street, Ashfield for 12 weeks;
8. A 14m 'Works Zone 7.00am – 5.00pm Mon-Fri and 7.00am -1pm Sat' be installed in Phillip Street, Newtown along the side boundary of No.119 Enmore Road for 12 weeks;
9. A 30m 'Works Zone 7.00am – 5.00pm Mon-Fri and 8.00am – 1.00pm Sat' be installed in front of No.297-289 Trafalgar Street, Petersham for 26 weeks;
10. A 30m 'Works Zone 7.00am – 5.00pm Mon-Fri and 8.00am-1.00pm Sat' be installed on Regent Street along the side boundary of No.287-289 Trafalgar Street, Petersham for 26 weeks;
11. A 6m 'Disability Parking' zone be installed on the southern side of David Street, Marrickville, adjacent to property No.2/44 Robert Street, Marrickville;
12. A 6m 'Disability Parking' zone be installed on the northern side of Station Street, Tempe, in front of property No.85 Station Street, Tempe;
13. A 6m 'Disability Parking' zone be installed on the western side of High Street, Marrickville, in front of property No.47 High Street, Marrickville;
14. A 6m 'Disability Parking' zone be installed on the northern side of Hutchinson Street, in front of properties no. 67 & 69 Hutchinson Street, St Peters, subject to written concurrence being received from No.69 Hutchinson Street;
15. A 6m 'Disability Parking' zone be installed on the eastern side of Hopetoun Street, Camperdown, in front of property no. 38 Hopetoun Street, Camperdown;
16. A 6m 'Disability Parking' zone be installed on the eastern side of Bruce Street, Stanmore, in front of property no. 35 Bruce Street, Stanmore;
17. A 6m 'Disability Parking' zone be installed on the western side of Wemyss Street, in front of property no. 52 Wemyss Street, Marrickville;
18. A 6m 'Disability Parking' zone be installed on the northern side of Salisbury Road, in front of property no. 30a Salisbury Road, Stanmore;
19. A 5.5m 'Disability Parking' zone be installed in front of No.23 Beach Road, Dulwich Hill; and
20. A 25m 'Works Zone 7.00am – 5.00pm Mon-Fri and 7.00am -1pm Sat' be installed on Victoria Road, Marrickville in front of Wicks Park for 12 weeks.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT:

1. The requested 'Disabled Parking' zone in front of No.44 Edith Street, Leichhardt not be supported as the property as an off-street parking space;
2. A 6m 'Disabled Parking' zone be installed in front of No.21 Red Lion Street, Rozelle;
3. A 5.5m 'Disabled Parking' zone be installed in front of No.34 Rawson Street, Haberfield;
4. A 5.5m 'Disabled Parking' zone be installed in front of No.15 Campbell Street, Balmain;
5. A 5.5m 'Disabled Parking' zone be installed in front of No.14 Reuss St, Birchgrove;
6. A 9m 'Works Zone 7.00am – 5.00pm Mon-Fri and 8.00am – 1.00pm Sat' be installed in front of No.25 Isabella Street, Balmain for 12 weeks, subject to written concurrence from the owner of No.25 Isabella Street, Balmain;
7. A 23m 'Works Zone 7.00am – 6.00pm Mon-Fri and 8.00am – 1.00pm Sat' be installed in front of No.2-4 Murrell Street, Ashfield for 12 weeks;
8. A 14m 'Works Zone 7.00am – 5.00pm Mon-Fri and 7.00am -1pm Sat' be installed in Phillip Street, Newtown along the side boundary of No.119 Enmore Road for 12 weeks;
9. A 30m 'Works Zone 7.00am – 5.00pm Mon-Fri and 8.00am – 1.00pm Sat' be installed in front of No.297-289 Trafalgar Street, Petersham for 26 weeks;
10. A 30m 'Works Zone 7.00am – 5.00pm Mon-Fri and 8.00am-1.00pm Sat' be installed on Regent Street along the side boundary of No.287-289 Trafalgar Street, Petersham for 26 weeks;
11. A 6m 'Disability Parking' zone be installed on the southern side of David Street, Marrickville, adjacent to property No.2/44 Robert Street, Marrickville;
12. A 6m 'Disability Parking' zone be installed on the northern side of Station Street, Tempe, in front of property No.85 Station Street, Tempe;
13. A 6m 'Disability Parking' zone be installed on the western side of High Street, Marrickville, in front of property No.47 High Street, Marrickville;
14. A 6m 'Disability Parking' zone be installed on the northern side of Hutchinson Street, in front of properties no. 67 & 69 Hutchinson Street, St Peters, subject to written concurrence being received from No.69 Hutchinson Street;
15. A 6m 'Disability Parking' zone be installed on the eastern side of Hopetoun Street, Camperdown, in front of property no. 38 Hopetoun Street, Camperdown;
16. A 6m 'Disability Parking' zone be installed on the eastern side of Bruce Street, Stanmore, in front of property no. 35 Bruce Street, Stanmore;
17. A 6m 'Disability Parking' zone be installed on the western side of Wemyss Street, in front of property no. 52 Wemyss Street, Marrickville;
18. A 6m 'Disability Parking' zone be installed on the northern side of Salisbury Road,

in front of property no. 30a Salisbury Road, Stanmore;

19. A 5.5m 'Disability Parking' zone be installed in front of No.23 Beach Road, Dulwich Hill; and
20. A 25m 'Works Zone 7.00am – 5.00pm Mon-Fri and 7.00am -1pm Sat' be installed on Victoria Road, Marrickville in front of Wicks Park for 12 weeks.

For motion: Unanimous

**LTC1118 Item 17 Flood Street and Allen Street, Leichhardt - Bus Stop Modifications
(Leichhardt Ward / Balmain Electorate / Leichhardt LAC)**

SUMMARY

Transport for NSW has approved changes to the 445 Bus Route timetable which includes changes to service times and frequencies. In order to allow the buses to safely drop-off and pick-up passengers during the new operating hours, Transit Systems have requested the existing part time 'Bus Zone' restrictions be modified to match the new operating hours.

Officer's Recommendation

THAT:

1. The existing part time bus zones in Allen Street and Flood Street, Leichhardt be modified to full time 'Bus Zones' to match the bus operating hours as determined by Transport for NSW.
2. Objections received regarding the operational hours of the bus service be forwarded to Transport for NSW for review and comment.

DISCUSSION

Public speakers: Belinda Mason, Nicole Sun, Marion Rae and John Hart attended at 10.26am

Ms Mason stated the following:

- Currently the 445 bus service operates through Flood Street and Allen Street from 8.45am to 4pm on weekdays. The current 444 bus service operates a similar route to the 445 except it does not operate in Flood, Allen and Marion Streets as these are residential streets. The proposed 445 hours will send buses to Marion Street and Flood Street from 6am-12midnight and will cause noise issues for the residents for 18 hours.
- Some residents were not notified of the bus changes and many do not know why the changes are being proposed.
- Although she is not against extending bus services, operating in residential streets earlier than 8am or past 8pm will be harmful to the health of residents due to the noise of buses.

Ms Sun objected to the operational hours of the 445 bus service outside her residence on Flood Street. Ms Sun stated the following:

- Noise created when buses stop and start is very loud, even with windows closed, and is worse at night. This will consequently impact on sleep and will cause long term health problems.
- It has been suggested that residents install double-glazed windows, however this is expensive and will not help when the windows are open for fresh air.

- Electric buses can only reduce noise levels by 6 decibels compared to the normal diesel buses with over 70 decibels produced when the bus is taking off.
- When a bus is idling or taking off, the windows and floors sometimes vibrates. This would keep residents awake at night.
- People waiting at the bus stop outside her residence will create more noise and could lead to security issues, especially at night.
- The location of the bus stop outside her property causes buses to obstruct her driveway.
- People leave rubbish on the bench and brick fence which often gets blown into her front yard.
- Converting the part-time bus stop in front of her property to full-time will reduce the value of her home.
- The buses will remove parking spaces especially at night and in the early morning.
- Longer bus operating hours will increase pollution outside her property
- The 444 bus route currently operates at night and follows a similar route to the proposed 445 bus route, only including a detour via Flood Street and Allen Street. It seems pointless to have this detour and inconvenience the residents.
- The existing bus stops should be moved in front of non-residential buildings.

Ms Rae stated that there is a need for more bus services and expressed her support for the extension of bus operating hours. Ms Rae stated the following:

- She relies on bus services to take her to hospital appointments and the aged care facility to take care of her elderly, sick mother.
- She is unable to walk to Norton Street to take other bus services and currently has to take taxis if travelling in the morning and night.

(Ms Mason, Ms Sun, Ms Rae and Mr Hart left at 10.41am)

Some Committee members expressed concern that more information regarding the proposed new bus routes had not been provided to the community. A Transit Services representative advised that the Transport Minister has not yet publicly released the new bus services and routes.

It was noted that the Bus Zone operating hours will not affect the proposed bus service operating hours proposed by Transport for NSW. Bus service operating hours are not within jurisdiction of Council.

Council Officers suggested amending the recommendation to clarify that the bus stop is proposed to operate from 6am until 12midnight.

The Committee members agreed with the Officer's recommendation with the amendment to part 1 to reflect the bus zone operating hours.

COMMITTEE RECOMMENDATION

THAT:

1. **The existing part time bus zones in Allen Street and Flood Street, Leichhardt be modified to 'Bus Zone 6am-12Midnight' to match the bus operating hours as determined by Transport for NSW.**
2. **Objections received regarding the operational hours of the bus service be forwarded to Transport for NSW for review and comment.**

For motion: Unanimous

LTC1118 Item 18 Lilydale Street, Marrickville - Proposed Permit Parking (Marrickville Ward/Summer Hill Electorate/Inner West LAC)**SUMMARY**

Following representation, Council circulated to residents for comment a proposal to extend the existing M2 permit parking area into Lilydale Street, Marrickville. Residents have expressed concern about the impact on parking during and following construction at the Old Marrickville Hospital site) 313-319 Marrickville Road. The feedback from residents meets Council resident parking guidelines for support of the proposal and the parking occupancy surveys show that there is a very high parking demand. It is recommended that the proposal for permit parking in Lilydale Street, Marrickville be approved.

Officer's Recommendation**THAT:**

1. '2P Permit Holders Excepted 8:30am-6:00pm Monday to Friday; 8:30am-12:30pm Saturday (Area M2)' signage be installed in Lilydale Street (eastern side) between No.1 and No. 29; and
2. Implement '2P Permit Holders Excepted 8:30am-6:00pm Monday to Friday 8:30am-12:30pm Saturday (Area M2)' signage be installed in Lilydale Street (western side) between No.28 and the intersection with Stanley Street

DISCUSSION

Council Officers advised that the statutory 'No Stopping' signs on Lilydale Street have been vandalised on a number of occasions and advised that there is no parking on the construction site for construction workers.

Clr Macri suggested Council Officers contact the developer to request that construction workers park in the basement parking already constructed on site.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION**THAT:**

1. '2P Permit Holders Excepted 8:30am-6:00pm Monday to Friday; 8:30am-12:30pm Saturday (Area M2)' signage be installed in Lilydale Street (eastern side) between No.1 and No. 29; and
2. Implement '2P Permit Holders Excepted 8:30am-6:00pm Monday to Friday; 8:30am-12:30pm Saturday (Area M2)' signage be installed in Lilydale Street (western side) between No.28 and the intersection with Stanley Street

For motion: Unanimous

LTC1118 Item 19 Little Darling Street, Balmain - Proposed Extension of 'No Stopping' zone (Balmain Ward/ Balmain Electorate/ Leichhardt LAC)**SUMMARY**

Council has received concerns regarding obstructed driveway access in Little Darling Street, Balmain opposite the garage of No.2 Little Darling Street, Balmain

Officer's Recommendation**THAT:**

1. The existing 'No Stopping' zone on the western side of Little Darling Street, Balmain opposite No.2 Little Darling Street be extended by 6m; and
2. The remaining 7.9m '2P' parking zone be reduced to 5.5m and a 2.4m motorcycle bay be installed on the western side of Little Darling Street, Balmain.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION**THAT:**

1. The existing 'No Stopping' zone on the western side of Little Darling Street, Balmain opposite No.2 Little Darling Street be extended by 6m; and
2. The remaining 7.9m '2P' parking zone be reduced to 5.5m and a 2.4m motorcycle bay be installed on the western side of Little Darling Street, Balmain.

For motion: Unanimous

LTC1118 Item 20 The Boulevarde at Balmain Road, Lilyfield - Proposed 'No Stopping' zones and '15 Minute' parking restrictions (Balmain Ward/ Balmain Electorate/ Leichhardt LAC)**SUMMARY**

Council has received a request to signpost the statutory 'No Stopping' restrictions at the intersection of Balmain Road and The Boulevarde, Lilyfield in order to prevent illegal parking and improve sight lines. Council has also received a request for a Loading Zone facility in The Boulevarde, south of Balmain Road to facilitate deliveries required for business operations.

Officer's Recommendation**THAT:**

1. The existing 'No Stopping' zone on the southern side of Balmain Road, east of

The Boulevarde be extended to 11m;

2. A 10m 'No Stopping' zone be installed on the eastern side of The Boulevarde, south of Balmain Road;
3. A 10m 'No Stopping' zone be installed on the western side of The Boulevarde, south of Balmain Road; and
4. A 5.4m 'P15 Minute 7:00AM-5:30PM MON-FRI' parking restriction be installed on the western side of The Boulevarde, south of Balmain Road and 'No Stopping' Zone.

DISCUSSION

Public speaker: Steven Carpenter attended at 10.50am.

Mr Carpenter stated that he did not support the proposal for a loading zone on the western side of The Boulevarde and made the following comments:

- Drivers often do not comply with current parking signage and park on the corner of The Boulevarde or double park to access the café.
- Parking availability has worsened over the years and the 2013 rezoning of the business premises on the corner of Balmain Road and The Boulevarde has changed the number of vehicles in the area.
- There are not enough deliveries to the businesses to warrant the proposed loading zone. The loading zone will remove a parking space and will not address illegal parking in the vicinity.
- Angle parking is the only way to address parking demand in The Boulevarde.

Council Officers advised that there was only 8% support for angle parking when the community was surveyed in 2014.

(Mr Carpenter left at 10.56am)

Council Officers advised that although angle parking in The Boulevarde can be reinvestigated, it is unlikely that there would be a substantial change in the level of support in the four years since the community was last surveyed. The Committee also noted that the proposed facility is a 15 minute parking spot and can reduce illegal parking by providing turnover.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT:

1. The existing 'No Stopping' zone on the southern side of Balmain Road, east of The Boulevarde be extended to 11m;
2. A 10m 'No Stopping' zone be installed on the eastern side of The Boulevarde, south of Balmain Road;
3. A 10m 'No Stopping' zone be installed on the western side of The Boulevarde, south of Balmain Road; and

4. A 5.4m 'P15 Minute 7:00AM-5:30PM MON-FRI' parking restriction be installed on the western side of The Boulevard, south of Balmain Road and 'No Stopping' Zone.

For motion: Unanimous

LTC1118 Item 21 Brenan Street, Lilyfield - Proposal for Car Share Parking Space (Balmain Ward/ Balmain Electorate/ Leichhardt LAC)

SUMMARY

Council has received a request for the installation of a 'Car Share' parking space in Brenan Street, Lilyfield for an existing floating car share vehicle in the precinct.

Officer's Recommendation

THAT a 2.5m wide 'No Parking, Inner West Council Authorised Car Share Vehicle Excepted' (90° angle parking) zone be installed in the closed section of Brenan Street, south of City West Link and east of Catherine Street, replacing the existing unrestricted parking space.

DISCUSSION

Clr da Cruz reported that car share users are not returning the vehicle to the designated car share parking space and requested Council Officers raise this issue with the car share operators. Council Officers agreed to pass on this feedback to the car share operators.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT a 2.5m wide 'No Parking, Inner West Council Authorised Car Share Vehicle Excepted' (90° angle parking) zone be installed in the closed section of Brenan Street, south of City West Link and east of Catherine Street, replacing the existing unrestricted parking space.

For motion: Unanimous

LTC1118 Item 22 'No Stopping' Restrictions - The Summer Hill Flour Mill Development and Surrounding Streets (Ashfield Ward / Summer Hill Electorate / Burwood PAC)

SUMMARY

Council has received concerns regarding vehicles obstructing sight lines and manoeuvring space by parking too close to intersections within and surrounding the Flour Mill development in Summer Hill.

It has been proposed to signpost the 'No Stopping' restrictions at these intersections in order to improve road safety.

Officer's Recommendation

THAT:

1. A 10m 'No Stopping' zone be installed on the western side of Nowranie Street, south of Smith Street;
2. A 10m 'No Stopping' zone be installed on the southern side of Smith Street, east of Nowranie Street;
3. A 10m 'No Stopping' zone be installed on the eastern side of Fleet Street, north of Smith;
4. A 10m 'No Stopping' zone be installed on the northern side of Smith Street, west of Fleet Street;
5. A 12m 'No Stopping' zone be installed on the eastern side of Chapman Street, north of Smith Street;
6. A 10m 'No Stopping' zone be installed on the northern side of Smith Street, west of Chapman Street;
7. A 10m 'No Stopping' zone be installed on the western side of Spencer Street, south of Smith Street;
8. A 10m 'No Stopping' zone be installed on the southern side of Wellesley Street, east of Nowranie Street;
9. A 10m 'No Stopping' zone be installed on the eastern side of Carrington Street, south of Wellesley Street;
10. A 10m 'No Stopping' zone be installed on the southern side of Wellesley Street, west and east of Spencer Street;
11. A 10m 'No Stopping' zone be installed on the western side of Spencer Street, north and south of Wellesley Street;
12. A 10m 'No Stopping' zone be installed on the eastern side of Spencer Street, south of Wellesley Street;
13. A 10m 'No Stopping' zone be installed on the southern side of Wellesley Street, west of Edward Street; and
14. A 10m 'No Stopping' zone be installed on the eastern side of Edward Street, north and south of Mungo Scott Place;
15. A 10m 'No Stopping' zone be installed on eastern side of Edward Street, north and south of Flour Mill Way;
16. A 20m 'No Stopping' zone be installed on eastern side of Edward Street, north of Old Canterbury Road;
17. A 10m 'No Stopping' zone be installed on the western side of Spencer Street, north of Old Canterbury Road;
18. A 10m 'No Stopping' zone be installed on the eastern side of Spencer Street, north of Old Canterbury Road;
19. A 10m 'No Stopping' zone be installed on the southern side of Old Canterbury

Road, east of Windsor Road;

20. A 10m 'No Stopping' zone be installed on the eastern side of Carrington Street, north of Old Canterbury Road;
21. A 10m 'No Stopping' zone be installed on the western side of Carrington Street, north of Old Canterbury Road;
22. A 10m 'No Stopping' zone be installed on the southern side of Longport Street, east of Brown Street; and
23. A 20m 'No Stopping' zone be installed on the southern side of Longport Street, west of Old Canterbury Road.

DISCUSSION

Council Officers advised that part 5 and 6 of the Officer's recommendation can be withdrawn as the 'No Stopping' zones will be resolved during the installation of the roundabout in Smith Street at Chapman Street as part of the site's development consent.

The representative for the Inner West Bicycle Coalition stated that there is insufficient turnover of vehicles in Smith Street which is leading people to park at the corner to access the businesses in the street. There is currently 1P parking in the street and the representative stated that the time limit could be reduced to encourage parking turnover. Council Officers advised that this can be investigated as a separate issue.

Clr da Cruz asked why 20m 'No Stopping' zones have been proposed in part 16 and 23 of the Officer's recommendation. Council Officers advised that 20m 'No Stopping' zones are required at these two locations as they will be adjacent to signalised intersections.

The Committee members agreed with the Officer's recommendation with the removal of parts 5 and 6:

- A 12m 'No Stopping' zone be installed on the eastern side of Chapman Street, north of Smith Street; and
- A 10m 'No Stopping' zone be installed on the northern side of Smith Street, west of Chapman Street.

COMMITTEE RECOMMENDATION

THAT:

1. A 10m 'No Stopping' zone be installed on the western side of Nowranie Street, south of Smith Street;
2. A 10m 'No Stopping' zone be installed on the southern side of Smith Street, east of Nowranie Street;
3. A 10m 'No Stopping' zone be installed on the eastern side of Fleet Street, north of Smith;
4. A 10m 'No Stopping' zone be installed on the northern side of Smith Street, west of Fleet Street;

5. A 10m 'No Stopping' zone be installed on the western side of Spencer Street, south of Smith Street;
6. A 10m 'No Stopping' zone be installed on the southern side of Wellesley Street, east of Nowranie Street;
7. A 10m 'No Stopping' zone be installed on the eastern side of Carrington Street, south of Wellesley Street;
8. A 10m 'No Stopping' zone be installed on the southern side of Wellesley Street, west and east of Spencer Street;
9. A 10m 'No Stopping' zone be installed on the western side of Spencer Street, north and south of Wellesley Street;
10. A 10m 'No Stopping' zone be installed on the eastern side of Spencer Street, south of Wellesley Street;
11. A 10m 'No Stopping' zone be installed on the southern side of Wellesley Street, west of Edward Street; and
12. A 10m 'No Stopping' zone be installed on the eastern side of Edward Street, north and south of Mungo Scott Place;
13. A 10m 'No Stopping' zone be installed on eastern side of Edward Street, north and south of Flour Mill Way;
14. A 20m 'No Stopping' zone be installed on eastern side of Edward Street, north of Old Canterbury Road;
15. A 10m 'No Stopping' zone be installed on the western side of Spencer Street, north of Old Canterbury Road;
16. A 10m 'No Stopping' zone be installed on the eastern side of Spencer Street, north of Old Canterbury Road;
17. A 10m 'No Stopping' zone be installed on the southern side of Old Canterbury Road, east of Windsor Road;
18. A 10m 'No Stopping' zone be installed on the eastern side of Carrington Street, north of Old Canterbury Road;
19. A 10m 'No Stopping' zone be installed on the western side of Carrington Street, north of Old Canterbury Road;
20. A 10m 'No Stopping' zone be installed on the southern side of Longport Street, east of Brown Street; and
21. A 20m 'No Stopping' zone be installed on the southern side of Longport Street, west of Old Canterbury Road.

For motion: Unanimous

LTC1118 Item 23 Edwin Street North, Croydon- Request for 'Mail Zone'

SUMMARY

A request has been made by the Croydon Licensed Post Office to have a 'Mail Zone' established outside/near its new 'Australia Post' office to be built at the property No.88 Edwin Street (North) for the pick-up and delivery of mail.

Officer's Recommendation

THAT a 7.0m length 'Mail Zone 5.30am-7.00pm Mon-Fri; 6.00pm-7.00pm Sun' be installed outside No.84 Edwin Street North, Croydon.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT:

A 7.0m length 'Mail Zone 5.30am-7.00pm Mon-Fri; 6.00pm-7.00pm Sun' be installed outside No.84 Edwin Street North, Croydon.

For motion: Unanimous

LTC1118 Item 24 OLD CANTERBURY ROAD, LEWISHAM - Temporary Full Road Closure for Rail Overbridge Refurbishment Works (Stanmore Ward / Summer Hill Electorate / Inner West LAC)

SUMMARY

An application has been received from Sydney Trains TfNSW for the temporary partial and full road closure of Old Canterbury Road, between Barker Street and Trafalgar Street/Longport Street, Lewisham on various occasions throughout 2019 in order to carry out refurbishment works on their rail over bridge.

It is noted that Old Canterbury Road is a State Road therefore the road closures will be managed by the RMS

Officer's Recommendation

THAT this report be received and noted.

DISCUSSION

Council Officers tabled a revised detour plan noting that the detours no longer run through local streets (Attachment 5).

The representative for the Member for Summer Hill asked whether pedestrian access will be maintained throughout the road closure. Council Officers will confirm with the applicant and advise the representative on the matter accordingly.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT this report be received and noted.

For motion: Unanimous

LTC1118 Item 25 New Canterbury Road, Petersham – Proposed Signage Outside No.31-33 (Stanmore Ward / Newtown Electorate / Inner West LAC)

SUMMARY

As part of the approved mix-used development proposal at 31-33 New Canterbury Road, Petersham a condition was imposed on the developer to provide a detailed regulatory signage and line marking plan prior to the issue of a Construction Certificate and commencement of any road works. The condition was imposed to satisfy the requirements of the RMS and the Local Traffic Committee.

The required plan has been finalised and is presented in this report for consideration. It is recommended that the signage associated with the supplied plan be supported by Council and submitted to the RMS for consideration and approval.

Officer's Recommendation

THAT the submitted plan for signs and line marking outside 31-33 New Canterbury Road, Petersham (as per the attached design plan No. 01391-241/5) be supported by Council and submitted to the RMS for consideration and approval.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT the submitted plan for signs and line marking outside 31-33 New Canterbury Road, Petersham (as per the attached design plan No. 01391-241/5) be supported by Council and submitted to the RMS for consideration and approval.

For motion: Unanimous

LTC1118 Item 26 Local Traffic Committee Schedule for 2019

SUMMARY

The proposed schedule of the Local Traffic Committee meetings has been prepared for the 2019 calendar year. It is recommended that the proposed meeting schedule be received and noted.

Officer's Recommendation

THAT the proposed schedule of meetings of the Local Traffic Committee for the 2019 calendar year be received and noted.

DISCUSSION

Council Officers advised that agendas will continue to be released a week before the scheduled meeting.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT the proposed schedule of meetings of the Local Traffic Committee for the 2019 calendar year be received and noted.

For motion: Unanimous

**LTC1118 Item 27 63-65 Pymont Bridge Road, Annandale - Modification of
Development Consent (Leichhardt Ward/ Balmain
Electorate/Leichhardt LAC)s**

SUMMARY

A Modification of Development Consent Application has been received to provide vehicular access to the development at No.63-65 Pymont Bridge Road, Annandale via Mallett Street. The development application is for an alteration to the existing building for use as a fitness centre (relocation of the Camperdown Fitness Facility at No.166-172 Parramatta Road).

Comments of the Local Traffic Committee will be referred to Council's Development Assessment Section for consideration in determining the Modification Development Consent Application.

Officer's Recommendation

THAT the report be received and noted.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT the report be received and noted.

For motion: Unanimous

**LTC1118 Item 28 2019 St Jerome's Laneway Festival - Traffic Management Plan
(Balmain Ward/ Balmain Electorate/ Leichhardt LAC)**

SUMMARY

The proposed event, the St Jerome's Laneway Festival 2019, is a music festival held annually at Sydney University College of Arts, Rozelle Campus, Callan Park.

Assure Event Safety Services has submitted a Development Application including a Traffic Management Plan for the upcoming "St Jerome's Laneway Music Festival", to be held in Callan Park on Sunday, 3 February 2019.

Comments of the Local Traffic Committee will be referred to Council's Development Assessment Section for consideration in determining the Development Application.

Officer's Recommendation

THAT the report be received and noted.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT the report be received and noted.

For motion: Unanimous

LTC1118 Item 29 Croydon Road, Croydon - Proposed Pedestrian and Traffic Calming Treatments (Leichhardt Ward / Strathfield Electorate / Burwood PAC)

SUMMARY

Council's at its meeting on the 28 May 2018 adopted the recommendation of the Local Traffic Committee meeting of 1 May 2018 to support in principle to pursue various conceptual traffic facility proposals, for pedestrian and road safety improvements along Croydon Road from Elizabeth Street to Parramatta Road, Croydon, subject to further detail design and resident consultation. The treatments are proposed at intersections in effort to minimise the impact on parking.

This report in turn provides consultation feedback from the community on the various traffic facilities proposed along Croydon Road.

It further entails consultation feedback on two (2) alternate options, of final concept, to modify the existing STOP control to the intersection of Church Street and Croydon Road, in lieu (non-option) of a roundabout. Option 1 involves the inclusion of a right turn lane in Church Street (east), provide 'No Stopping' restrictions to the intersection corners and propose a speed hump in Croydon Road, north of Church Street, to improve the operation, visibility and speed control around the intersection. Option 2 involves to maintain the existing physical conditions of the intersection, provide 'No Stopping' restrictions to the intersection corners and propose a speed hump in Croydon Road, north of Church Street, to generally improve the visibility and speed control around the intersection. These two options were recommended for further consultation by the Local Traffic Committee at its meeting on the 7 September 2017 and was subsequently adopted by Council at its meeting on the 28 May 2018.

From approximately 2200 consultation letters sent out to the residents of the Croydon/Ashfield

area bounded by Parramatta Road to the north, Frederick Street to the east, Elizabeth Street to the south and the Burwood/Inner West Council boundary, 75 submissions were received representing around a 3.5% response rate of overall area surveyed. The majority of residents supported the proposals developed by Council. Residents also indicated their support for option 1 over option 2 in relation to the Church Street and Croydon Road proposal.

It is recommended to proceed to detail design on the various treatments along Croydon Road, with further consultation to be undertaken with the affected residents at each location.

Officer's Recommendation

THAT:

1. The report be received and noted;
2. The following proposed treatments as listed below be approved in principle subject to detailed design and further consultation with affected residents at each location:
 - (a) Provide a speed cushion in Croydon Road on the approach to Elizabeth Street (Figure 2-Location 1);
 - (b) Widen the north-west corner of Anthony Street and Croydon Road, provide a refuge facility in Croydon Road south of Anthony Street, and speed cushion in Croydon Road north of Anthony Street (Figure 3-Location 2);
 - (c) Provide kerb-blisters in Edwin Street North at the intersection to Anthony Street (Figure 4-Location 3);
 - (d) Remove the horizontal deflection device and replace it with a pedestrian refuge island facility in Croydon Road between Kenilworth Street and Gregory Avenue, and provide speed cushions in Croydon Road on both approaches to Kenilworth Street and Gregory Avenue (Figure 5- Location 4);
 - (e) Provide a pedestrian refuge in Croydon Road between Ranger Road and John Street, and a 10 metre length double white centreline in John Street at the approach to Croydon Road (Figure 6-Location 5);
 - (f) Provide a pedestrian refuge opening in the splitter island in Croydon Road, north of the roundabout intersection with Church Street, and provide a speed cushion in Croydon Road on the southern end approach to Queen Street (Figure 7-Location 6);
 - (g) Provide a right turn lane with associated 'No Stopping' restrictions to the intersection of Croydon Road and Church Street and speed hump/cushion in Croydon Road, north of Church Street (Figure 8A –Location7- Option 1);
 - (h) Provide short length painted double white centre lines in Bay Street at the approach to Croydon Road, and in Croydon Road south of Bay Street (Figure 9-Location 8);
 - (i) Provide a central median island in Dalmar Street at Croydon Road (Figure 10- Location 9);
3. That a pedestrian facility be investigated for Croydon Road near/at its intersection with Church Street separate to the proposed treatment in Item 2 (g) above;
4. The existing 'No Stopping' restriction on the western side of Elizabeth Street be extended by 2-3m from 10m to a distance of approx. 12-13m north of Croydon Road;
5. A 'No Stopping' restriction on the eastern side of Elizabeth Street be installed at a distance of approx. 12-13m north of Croydon Road; and
6. 'No Stopping' restrictions be installed in Anthony Street for a distance of 5 metres west and 7 metres east of the laneway, between Edwin Street and Croydon Road.

DISCUSSION

Public speakers: Phillipa Goodrick, Sara Arthur, Martina Mottee and Rene Holmes attended at 11am.

Ms Arthur stated that she supported the improvements to Croydon Road such as the proposed speed cushions and pedestrian refuges. Ms Arthur commented that:

- She does not support the recommendation for the narrowing of the footpath at Church Street/Croydon Road to enable the installation of a right turn bay from Church Street east into Croydon Road. Narrowing the footpath will make it difficult for people with prams or dogs walking to pass each other easily and safely. Sight lines on this footpath are poor because of the high fence at No.100 Church Street.
- A pedestrian refuge should be installed on Croydon Road between Church Street and Queen Street. This will assist pedestrians crossing Croydon Road to access Centenary and Bede Spillane Parks.
- She supports the recommendation to consider pram ramps at intersections along Croydon Road because the intersections are difficult to cross, especially those that are poorly designed or have no pram ramps. She suggests consideration of the pram ramps happen sooner rather than later.

Ms Holmes made the following comments:

- Council instigated installing a roundabout at the intersection of Croydon Road 16 years ago which has not materialised.
- Croydon Road traffic has worsened over the years as motorists use Croydon Road to bypass Frederick Street. Traffic issues on Croydon Road has made it dangerous for pedestrians and cyclists.
- Vehicles have collided with the property on the corner of Croydon Road and Church Street in the last few years. Narrowing the footpath at this location will make it more dangerous.
- She has been advised that a roundabout at the intersection of Church Street and Croydon Road is not feasible. However, believes a small roundabout is feasible.
- A right turn lane in Church Street will not resolve issues related to traffic coming from Frederick Street to Church Street into Croydon Road.
- It has been said that there have not been many accidents reported at the Croydon Road and Church Street intersection. This is likely because accidents causing damage of less than \$2,500 are often not reported.

Ms Goodrick, resident of Church Street, stated that the Croydon Road and Church Street intersection has always been dangerous and requested Council reconsider a roundabout at that intersection.

Ms Mottee, resident of Bay Street, stated that traffic in Church Street and Croydon Road is worsening and has become dangerous for pedestrians, especially pedestrians trying to catch buses. Ms Mottee requested Council give more consideration to the issue.

(Ms Goodrick, Ms Arthur, Ms Mottee and Ms Holmes left at 11.12am)

Clr da Cruz stated the following:

- She supports the speakers in relation to pedestrian safety.
- Pedestrians cross Croydon Road to access bus stops between Church Street and Parramatta Road. There needs to be a pedestrian facility south of Church Street and at least one between Church Street and Parramatta Road.
- Preferable to have pedestrian refuges slow traffic instead of installing speed humps as

proposed.

- The left turning vehicle may have sight distance obstructed due to the higher vehicle in the right lane.
- Consideration should be given to prohibiting no right turns from Church Street into Croydon Road.

Council Officers advised that banning right turns from Church Street into Croydon Road would alter traffic flow and cause traffic diversions elsewhere.

Clr Macri asked if there was a way to maintain the footpath on Church Street and Croydon Road if a right turn lane on Church Street was installed. Council Officers advised that the footpaths need to be reduced to provide space for the right turning path, particularly for larger vehicles.

The representative for the Inner West Bicycle Coalition stated that the Ashfield bike map indicates that Croydon Road and Church Street are major bike routes. Council Officers will arrange for the symbols to be remarked under Council maintenance program.

COMMITTEE RECOMMENDATION

THAT the matter be deferred for reconsideration at next meeting.

For motion: Unanimous

LTC1118 Item 30 Gordon Lane, Petersham between Sadlier Crescent and Balanaming Lane – Temporary Full Road Closure (Stanmore Ward/Newtown Electorate/Inner West LAC)

SUMMARY

An application has been received from Alert Traffic Control for the temporary full road closure of Gordon Lane, Petersham between Sadlier Crescent and Balanaming Lane, for a period of 10 hours on Thursday, 6 December 2018 between the hours of 7:00am and 5pm, in order to stand a mobile crane to carry out crane lift works. It is recommended that the proposed temporary full road closure be approved, subject to the conditions outlined in this report.

Officer's Recommendation

THAT the proposed temporary full road closure of Gordon Lane, Petersham between Sadlier Crescent and Balanaming Lane, for a period of 10 hours on Thursday, 6 December 2018 between the hours of 7:00am and 5pm, be APPROVED in order to stand a mobile crane to carry out crane lift works at No.22 Fisher Street, subject to the following conditions:

- a) A Road Occupancy License be obtained by the applicant from the Transport Management Centre;**
- b) All affected residents and businesses, including the NSW Police Local Area Commander, Fire & Rescue NSW and the NSW Ambulance Services be notified in writing, by the applicant, of the proposed temporary road closure at least 7 days in advance of the closure with the applicant making reasonable provision for stakeholders; and**
- c) The occupation of the road carriageway must not occur until the road has been**

physically closed.

DISCUSSION

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION

THAT the proposed temporary full road closure of Gordon Lane, Petersham between Sadlier Crescent and Balanaming Lane, for a period of 10 hours on Thursday, 6 December 2018 between the hours of 7:00am and 5pm, be APPROVED in order to stand a mobile crane to carry out crane lift works at No.22 Fisher Street, subject to the following conditions:

- a) A Road Occupancy License be obtained by the applicant from the Transport Management Centre;**
- b) All affected residents and businesses, including the NSW Police Local Area Commander, Fire & Rescue NSW and the NSW Ambulance Services be notified in writing, by the applicant, of the proposed temporary road closure at least 7 days in advance of the closure with the applicant making reasonable provision for stakeholders; and**
- c) The occupation of the road carriageway must not occur until the road has been physically closed.**

For motion: Unanimous

LTC1118 Item 31 Works Zone 7.00am-5.00pm Mon-Fri; 7.00am-1.00pm Sat - Applebee Street, St Peters (Marrickville Ward / Heffron Electorate / Inner West PAC)

SUMMARY

Council has received an updated application for the installation of a 30m 'Works Zone' in Applebee Street, St Peters.

Officer's Recommendation

THAT:

- 1. The installation of a 30m 'Works Zone 7.00am – 5.00pm Mon-Fri'; 7.00am - 1.00pm Sat" on the eastern side of Applebee Street adjacent to property Nos. 63-81 Princes Highway, St Peters be approved for 12 weeks; and**
- 2. The Works Zone is not to be used for the loading of trucks with demolished or excavated materials.**

DISCUSSION

Public speakers: Calum Hutcheson and Tony Metledge attended at 10.06am.

Mr Hutcheson stated that a 30m 'Works Zone' has been proposed to allow two vehicles to

access the site and to provide sufficient space for a mobile crane whilst minimising the impact to the residential and industrial premises on Applebee Street and surrounding area.

Mr Hutcheson advised that the applicant has amended the proposed 'Works Zone' period and is seeking Council's approval for a 26 week 'Works Zone'.

(Mr Hutcheson and Mr Metledge left at 10.11am)

The Committee members agreed to the extension of the 'Works Zone' for 26 weeks.

COMMITTEE RECOMMENDATION

THAT:

- 1. The installation of a 30m 'Works Zone 7.00am – 5.00pm Mon-Fri'; 7.00am - 1.00pm Sat" on the eastern side of Applebee Street adjacent to property Nos. 63-81 Princes Highway, St Peters be approved for 26 weeks; and**
- 2. The Works Zone is not to be used for the loading of trucks with demolished or excavated materials.**

For motion: Unanimous

General Business

LTC1118 Item 32 Addison Road and Victoria Road, Marrickville - Adult cyclists on footpath

Council Officers advised that a resident has reported adult cyclists dangerously riding on footpaths on Addison Road and Victoria Road. Council Officers requested Police consider appropriate action.

Meeting closed at 12.03pm.

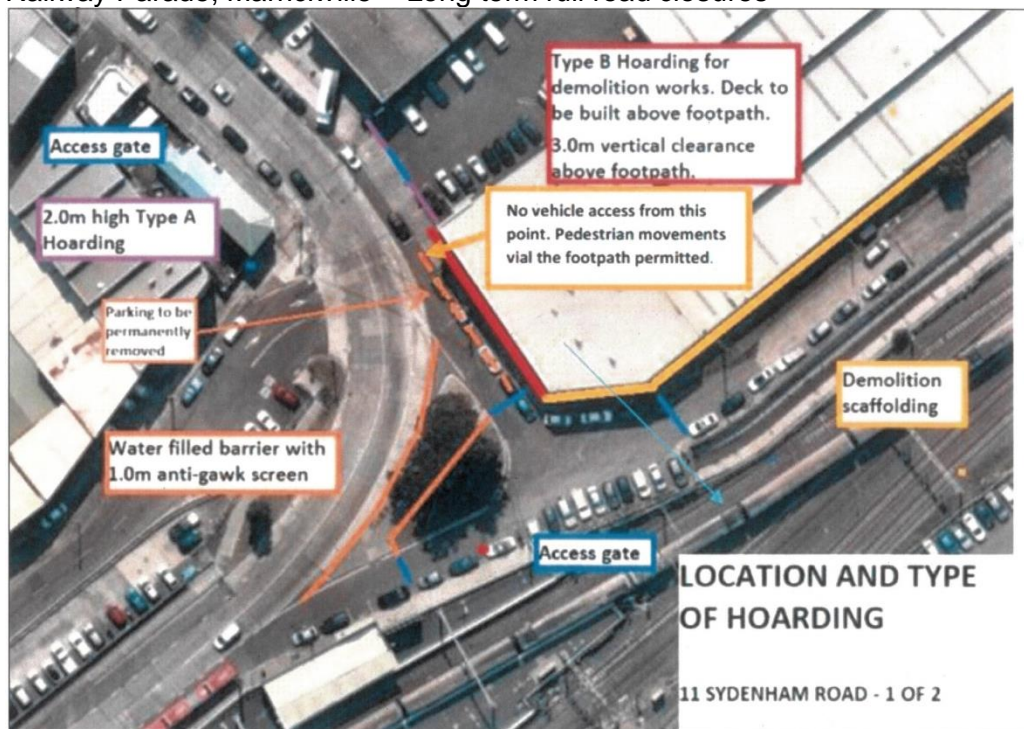
ATTACHMENT 1

Garden Street, Marrickville – Long term full road closures



ATTACHMENT 2

Railway Parade, Marrickville – Long term full road closures



ATTACHMENT 3

Residents' Comments	Officer's Response
<p>A resident of Queen Street was not in support of the full design. Their concerns included the following:</p> <ul style="list-style-type: none"> - the loss of parking in front of the Café and the Mechanic; - the lack of consultation with residents since 2016 on the design; - that this was the first time seeing the proposal for realigning the intersection; <p>They proposed to convert Hardy Street to left turn exit only onto Armstrong Street, and to upgrade the speed humps along Armstrong Street.</p> <p>They also requested for the parking spots on Armstrong Street to be bay marked.</p>	<p>The 'No Stopping' distance and geometry of the kerb extension and intersection realignment are the same as endorsed by Council at the April 2016 Council meeting. The only change to the proposal is removing the raised threshold speed hump and providing one speed cushion, which will reduce the noise at this location.</p> <p>The 'No Stopping' parking restrictions have been designed to the minimum requirements in accordance with RMS technical directions for pedestrian refuges, to maintain safe viewing of pedestrians at all times.</p> <p>During the period of consultation in 2016 all feedback was tabled at the Local Traffic Committee for consideration. The Local Traffic Committee of the former Ashfield Council recommended to proceed with the plan to align the intersection, which was subsequently adopted by Council.</p> <p>The separate proposal to upgrade the speed humps on Armstrong Street will be forwarded to Council's Infrastructure Planning team for future investigation for Council's 4 year Capital Works program.</p>

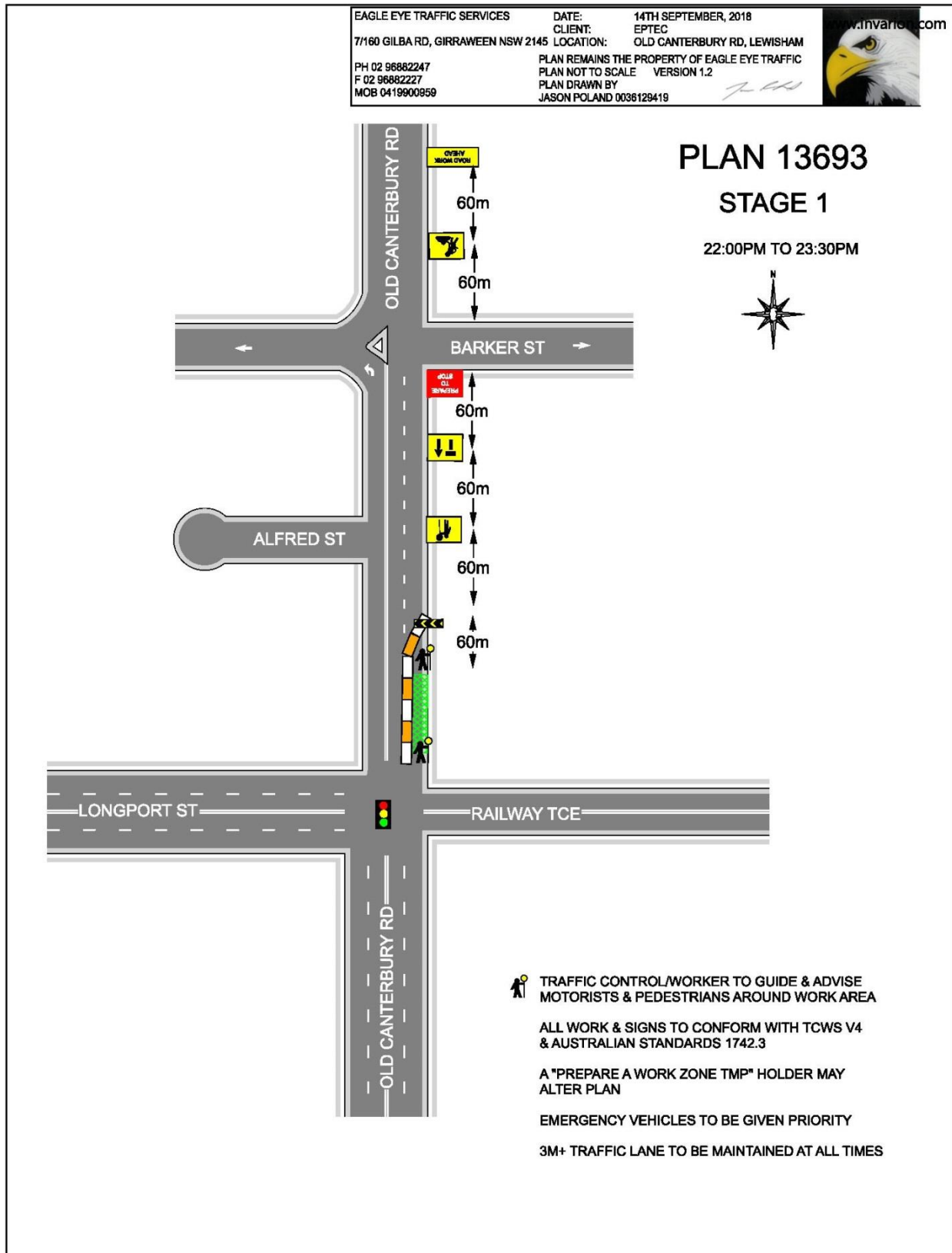
ATTACHMENT 4
PUBLIC ENGAGEMENT

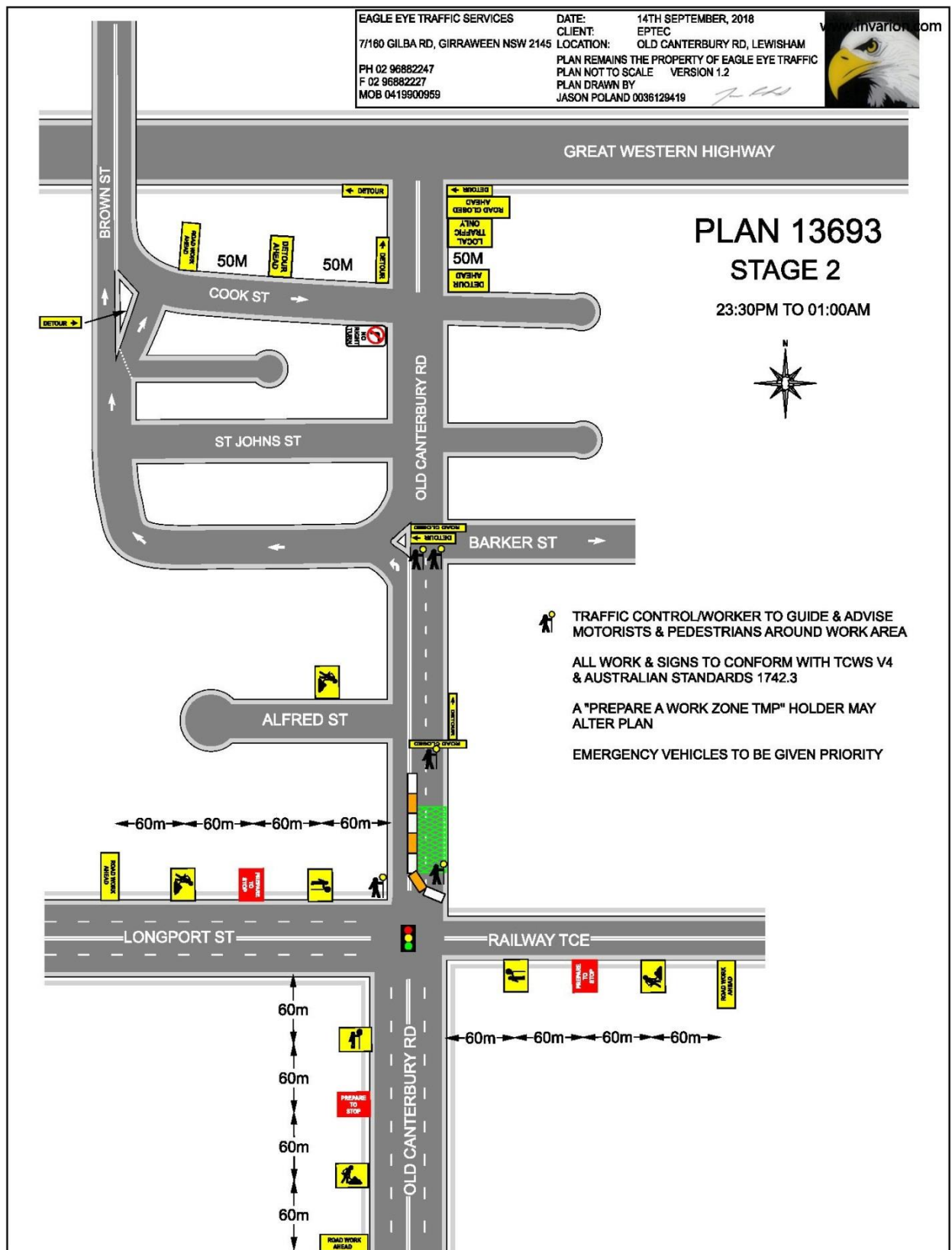
A consultation letter was hand delivered on 9 October 2018 to 14 adjoining properties regarding the proposed works at the intersection of Summer Hill and Victoria Street, Lewisham. The consultation period closed on 26 October 2018.

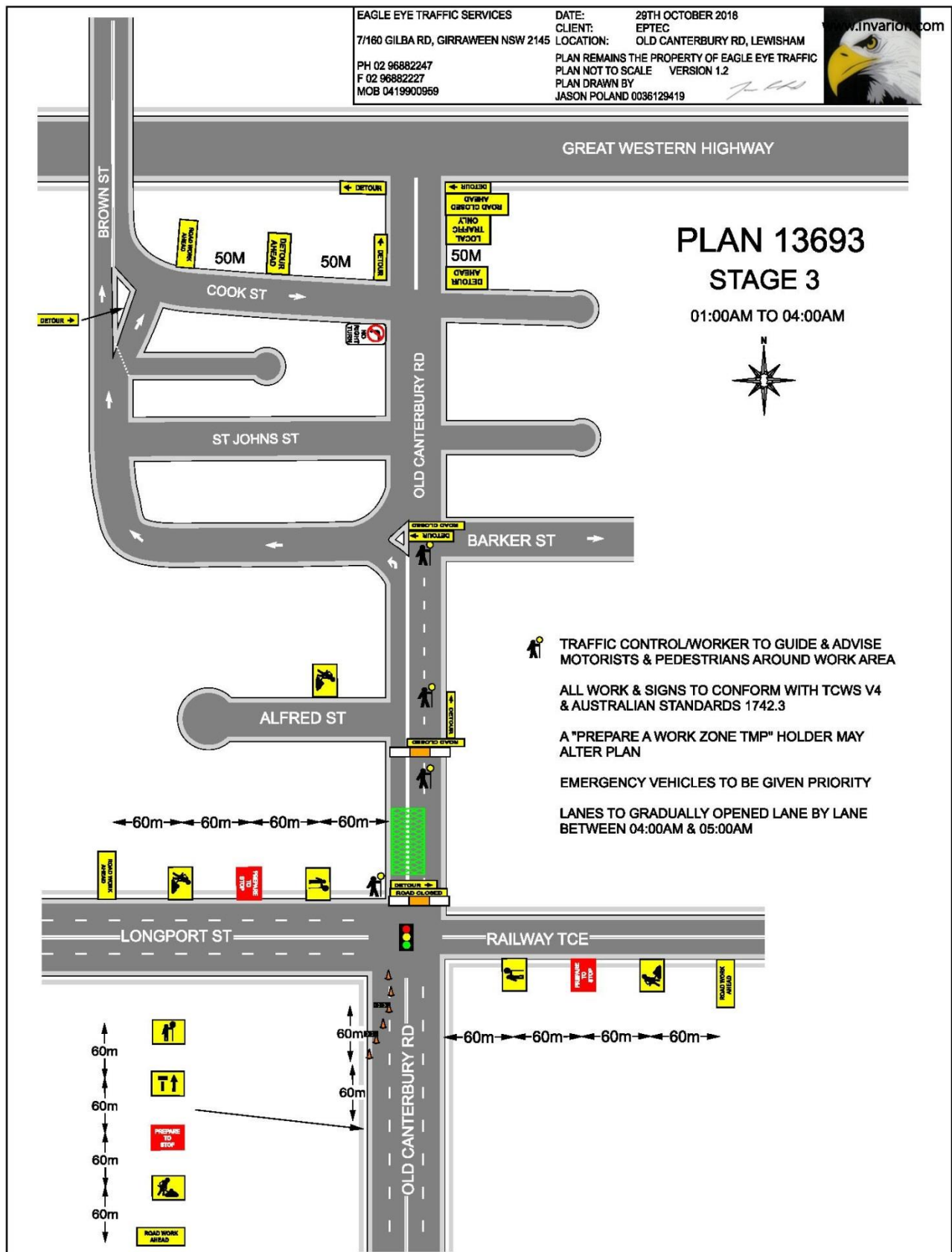
A total of three (3) responses were received; two (2) responses were received against the proposal and one (1) response with additional comments was received in support of the proposal.

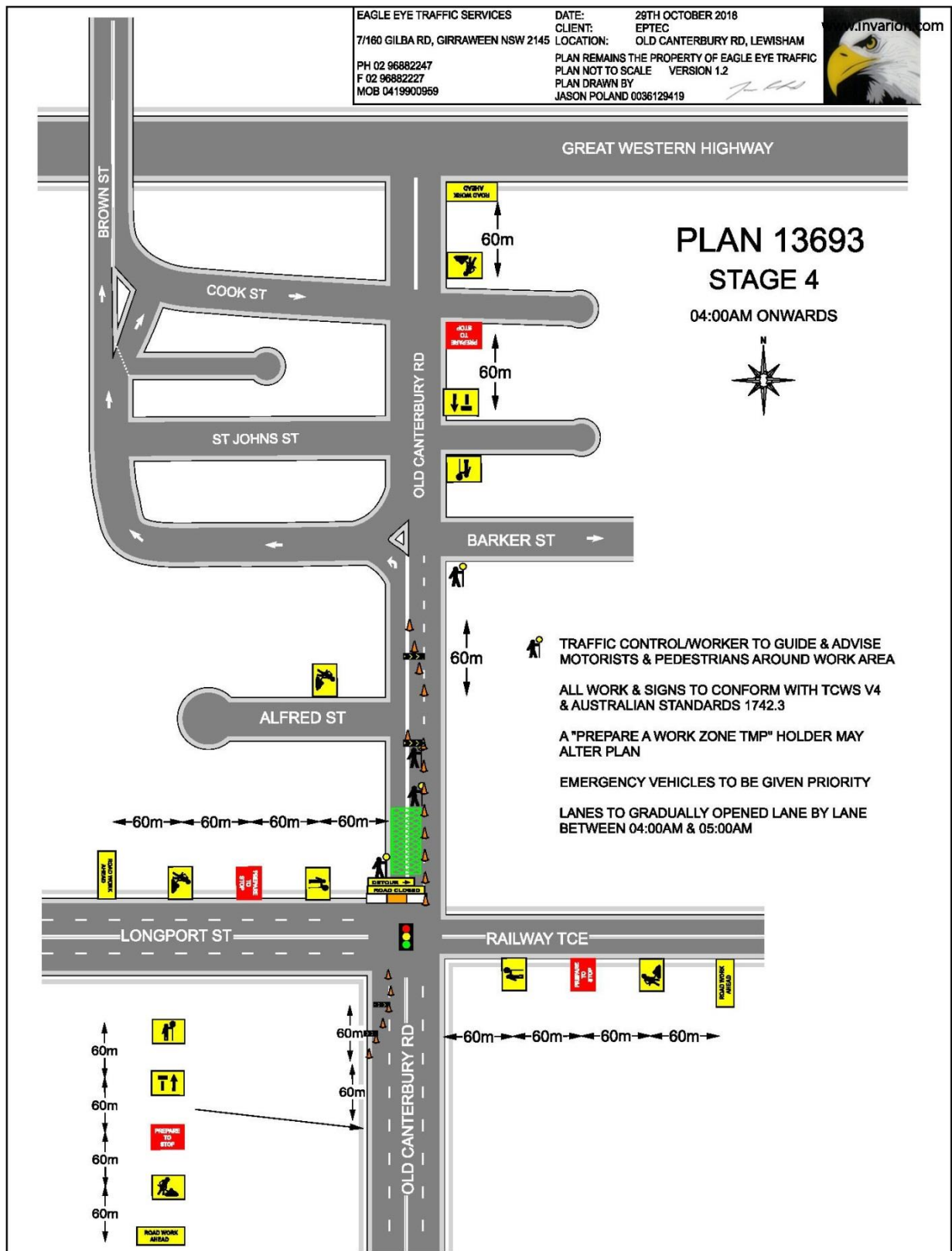
Residents' Comments	Officer's Response
<p>A resident in Victoria Street was not in support of the proposal for kerb extensions at the intersection.</p> <p>Instead they have recommended that a 'Give-Way' or 'STOP' sign with additional linemarking be included in Summer Hill Street at Victoria Street. They have been at the intersection for 30 years and witness cars travelling in the centre of the lane of Summer Hill Street.</p>	<p>The resident's comments have been noted.</p> <p>The proposal has been endorsed by Council as part of the Lewisham LATM plan which was widely consulted with residents, and has been included as part of Council's 4 year Capital Works Program for Traffic Facilities. Council supports improving the streetscape through providing additional landscaping and 'greening' opportunities, rather than just installing parking signage.</p> <p>The kerb extensions will reduce the crossing distance for pedestrians instead of having to cross the full width of the roadway, which will improve pedestrian safety.</p> <p>Due to the low traffic volume and nil-accident history at the intersection, it is currently not recommended to include any additional centerline or 'Give-Way' linemarking at the intersection.</p>
<p>A resident of Victoria Street was in support of the proposal for additional 'No Stopping' signs and the upgrade to roadway and footpath at the intersection.</p> <p>However they were not in support of the landscaped kerb extensions as they will not be adequately maintained.</p>	<p>The resident's comments have been noted. This landscaped facility will be included as part of Council's rolling maintenance program. Any maintenance can be referred to Council via email or phone calls to be investigated and taken care of.</p> <p>Additionally there are a number of landscaped footpath pits around the intersection that are being maintained by the residents as part of Council's sustainable streets program.</p>
<p>A resident in Victoria Street was not in support of the proposal however requested that resident parking restrictions be implemented in Victoria Street. They are concerned about the limited parking available near their house as a result of the increased development along Old Canterbury Road.</p>	<p>The resident's comments have been noted. However, a separate process is required and cannot be implemented as part of these traffic calming improvements.</p> <p>A member of the traffic team will contact the resident to discuss their application for resident parking restrictions.</p>

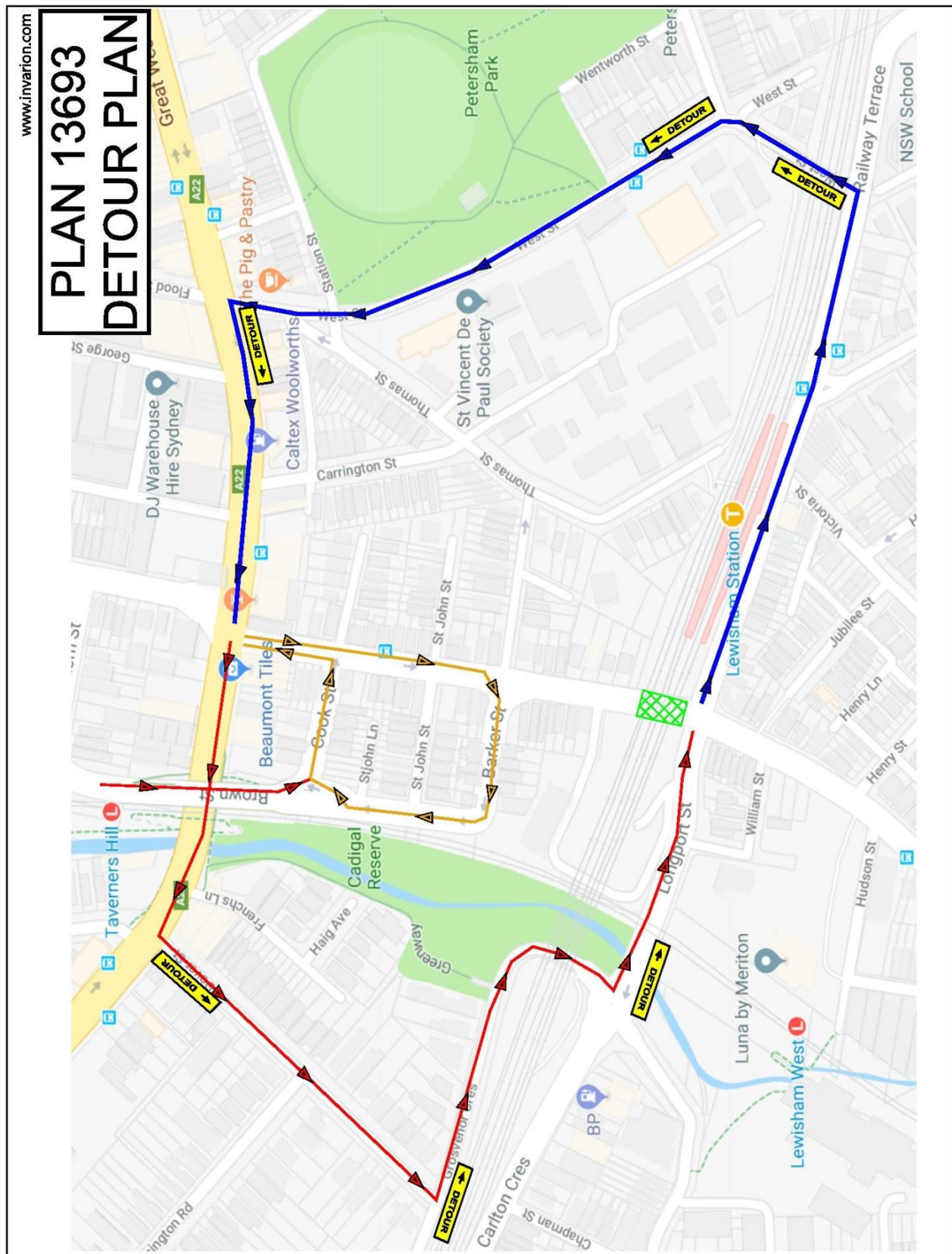
ATTACHMENT 5











Item No: LTC1218 Item 1**Subject:** Draft Newtown Local Area Traffic Management Strategy (Stanmore Ward/Newtown Electorate/Inner West PAC)**Prepared By:** Sunny Jo - Traffic and Parking Planner**Authorised By:** John Stephens - Traffic and Transport Services Manager**SUMMARY**

The draft Newtown Local Area Traffic Management (LATM) study and recommendations are attached for the Committee's consideration.

RECOMMENDATION**THAT:**

1. The Committee endorse the draft Newtown LATM study and the recommended treatments for community consultation; and
2. The draft report be placed on Public Exhibition, providing a minimum 28 days for submissions.

BACKGROUND

The Inner West Community Strategic Plan (CSP) 'Our Inner West 2036' endorsed in June 2018 provides the following outcomes and strategies for the future of Inner West.

CSP Outcomes	Strategies
2.6 People are walking, cycling and moving around Inner West with ease	1. Deliver integrated networks and infrastructure for transport and active travel 2. Pursue innovation in planning and providing new transport options 3. Ensure transport infrastructure is safe, connected and well maintained

The Newtown Local Area Traffic Management (LATM) study and plan achieves these outcomes by reviewing existing traffic measures in place, including road safety, transport and traffic management.

The objective of the study is to investigate and review the performance of the existing LATM scheme and recommend proposed works. The Newtown LATM study was originally completed in 1986 and first reviewed in 2004.

As shown in Attachment 1, the study area is bounded by Enmore Road, King Street, Alice Street and Edgeware Road.

Due to the size of the LATM report, only summary and recommendations are attached. The full report including all appendices can be accessed through Council's website

<https://yoursay.innerwest.nsw.gov.au/36644/documents/93454>

OTHER STAFF COMMENTS

The Newtown LATM strategy was undertaken in order to review the traffic management strategy within the precinct. The LATM assessed the traffic conditions within the study area as follows:

- Assessment of the traffic volumes, heavy vehicle percentages and vehicle speeds based on the traffic survey results;
- Identification of the locations where not satisfying with Environmental Performance criteria;
- Analysis of the accident statistics for the 5 year period from July 2012 to June 2017;
- Review of the community's complaints and concerns raised in the community questionnaire in relation to traffic and safety issues;
- Review of intersection performance;
- Assessment of the effectiveness of the existing LATM measures and ensure they are compliant to the up-to-date standard;
- Identification of further opportunities to reduce through traffic volumes and speed of traffic on local streets to address public amenity;
- Identification of pedestrian and cyclist improvements; and
- Development of conceptual LATM proposal options.

The recommendations aim to align with the Inner West CSP and the former Marrickville Integrated Transport Strategy (ITS) for an integrated planning and urban design using a holistic approach to infrastructure project planning. The ITS provides a framework which provides the rationale and recommended actions for addressing local transport issues and moving Inner West toward sustainable transport, reducing car use and increasing use of public transport, walking and cycling.

The study found that local streets in general had a low accident history and favourable traffic speeds. Some truck movements through local streets and rat running issues were identified and discussed in the report. The proposed treatments in the LATM report are put forward to address these issues.

To support the design principles outlined in the draft Newtown Public Domain Masterplan, a continuous footpath treatment as well as a 10km/h Shared Zone is proposed on a number of side streets along King Street and Enmore Road. These changes will improve safety for pedestrians and will offer a continuous walking environment along the main shopping strip.

The additional proposed treatments in the local streets aim to improve intersection safety and further reduce traffic speeds in order to meet the Roads and Maritime Services (RMS) requirement for the establishment of a 40km/h zone in the study area. The reduced speed limit should encourage walking and cycling and provide consistency with the already established 40km/h zone in the neighbouring East Newtown and Erskineville areas.

Additional bicycle infrastructure enhancements are proposed along the routes identified in the Marrickville Bicycle Strategy and should strengthen cycling in the area.

A list containing the recommended treatments to address the issues identified in the report is tabled below. The estimated total cost of the LATM works is \$456,000 and if supported would be implemented in stages, subject to eligible funding and grant provisions.

PUBLIC ENGAGEMENT

Council undertook a survey through Council's YourSay website in June and July 2018 with over 3,300 invitation letters posted out to stakeholders. Consultation ended with 243 surveys submitted to Council, and 485 visits to the study website.

Two internal workshops were held in July and September 2018 with staff from across Council.

FINANCIAL IMPLICATIONS

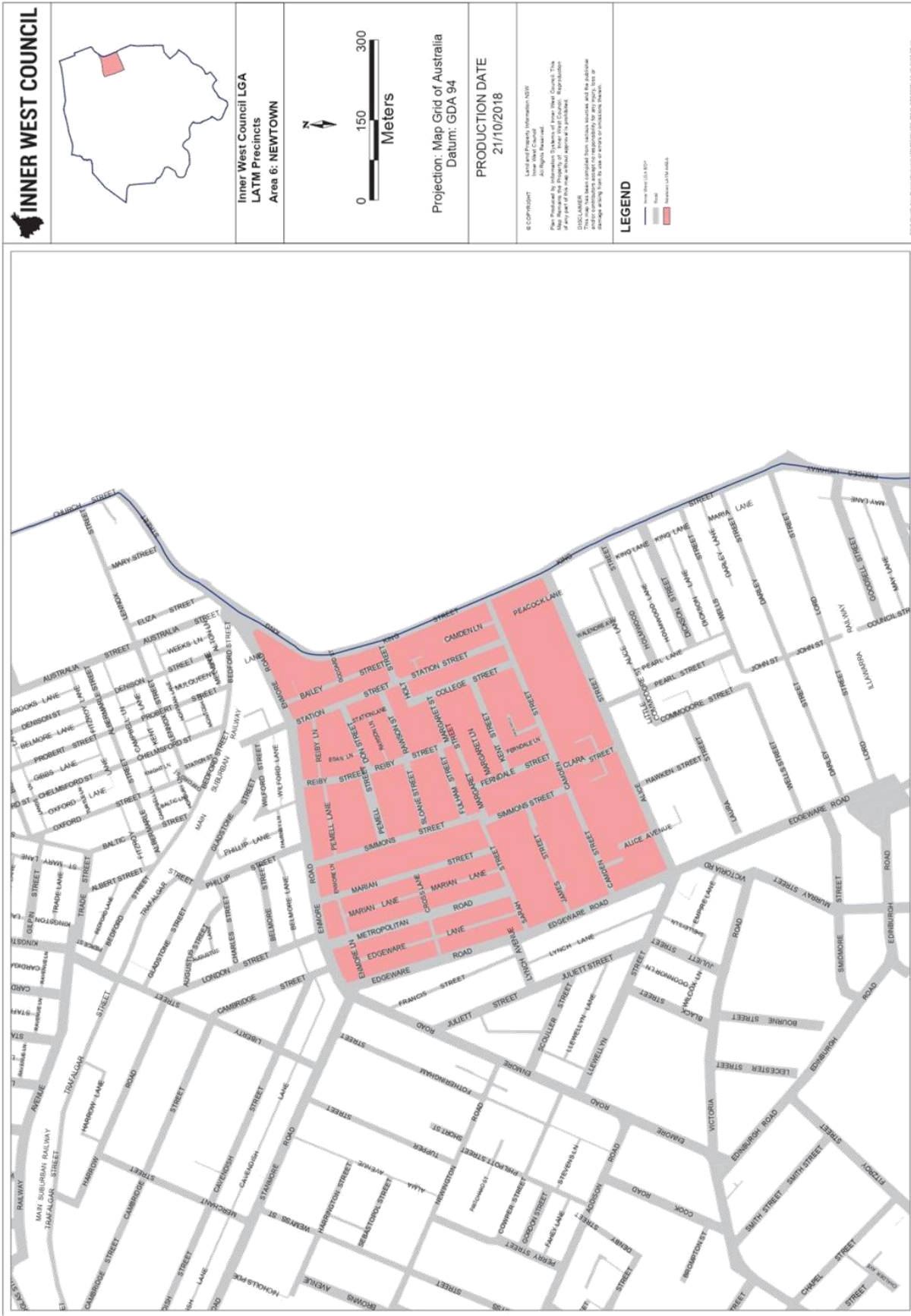
The total cost as listed in the draft proposed treatments is \$456,000 with the shared zones component estimated to be \$296,500. Once the LATM study is adopted, detailed design and construction would be undertaken in stages as prioritised commencing from 2019/2020 year.

CONCLUSION

The Newtown LATM strategy has embraced integration opportunities and multifunctional infrastructure. Concept plans from the report are provided in Attachment 3 and the Executive Summary and List of Proposed Treatments are provided in Attachment 2.

ATTACHMENTS

1. [↓](#) Newtown LATM Study Area Map
2. [↓](#) Newtown LATM Study Executive Summary and List of Proposed Treatments
3. [↓](#) Appendix G: Concept Plans



1. Executive Summary

The Newtown LATM study was undertaken by Inner West Council in order to review the traffic management strategy within the precinct. This report sets out an assessment of the traffic conditions within the Newtown study area include the following:

- Road Hierarchy
- Traffic survey data (including volumes, speed and heavy vehicles)
- Crash statistics
- Identification of pedestrian and cyclist improvements
- Initial community and stakeholder consultation
- Assessment of the effectiveness of the existing LATM measures
- Public Exhibition of the draft scheme
- A review of Council records including complaints and issues received since 2012
- Existing and proposed cycle routes under the Marrickville Bicycle Strategy
- Future land use
- Identification of further opportunities to reduce volumes and speed of traffic on local streets to address public amenity
- Development of concept LATM proposals

The recommendations provided in this document aim to align with the principles outlined in the Marrickville Integrated Transport Strategy 2007 providing the rationale and recommended actions for addressing local transport issues, and moving towards sustainable transport – that is, reducing car use and increasing use of public transport, walking and cycling. The Inner West Community Strategic Plan 2018 also has a strategy for improving transport infrastructure and active travel that is safe, connected and well maintained.

Community opinions were collected by a survey designed to establish what the major issues in the area were. A draft report was prepared for the consideration of Council and will be placed on public exhibition for a minimum of 28 days. The prominent issues highlighted from the community were:

- Too much traffic along regional and state roads,
- Concerns on heavy vehicles on the road network, and
- Rat running on local roads

Following feedback from the community at the public exhibition, a final report will be prepared for Council's consideration.

Reported crash history data was analysed over a 5 year period ending in 2017 within the study area and most crashes (96.7%) occurred along the regional and state road network. These were comparable to other urban regional and state roads, with rear ends accidents (20%), pedestrian (17.4%) and right turn through (12.9%) accidents being the most prominent accidents. There was a higher level of motorbike crashes (16.8% of reported accidents) compared to the NSW average (10.1%), and similar results for pedal cyclists (14.2%) compared to the NSW average (3.6%). The demographic data indicate that there is a higher level of bike use in Newtown and Enmore.

To support the design principles outlined in the draft Public Domain Masterplan for the King Street & Enmore Road, a continuous footpath treatment as well as a 10km/h shared zone is proposed on a

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number of side streets along King Street and Enmore Road. These changes will improve safety for pedestrians and will offer a continuous walking environment along the main shopping strip.

The additional proposed treatments in the local streets aim to improve intersection safety and further reduce traffic speeds, in order to meet the Roads and Maritime Services (RMS) requirement for the establishment of a 40km/h zone in the study area. The reduced speed limit should encourage active transport and provide consistency with the already established 40km/h zone in the neighbouring East Newtown and Erskineville areas.

Additional bicycle infrastructure enhancements are proposed along the routes identified in the Marrickville Bicycle Strategy and should encourage cycling in the area.

A list containing the recommended treatments to address the issues identified in the report is tabled below. The estimated total cost of the LATM works is \$456,000.

Newtown LATM Review 2018 Draft proposed treatments						
Items	Map ref	Street	Section	Proposed Treatment	Priority	Estimated Cost
1	B	Bailey Street	Enmore Road	10km/h raised shared zone with regulatory signage, bollards, marked parking bays, planter boxes and/or street furniture, textured road pavement and street lighting. Installation of one (1) speed cushion.	1	\$28,000
2	A	Goddard Street	King Street	Continuous footpath treatment (raised treatment on side street, installation of bollards, planter boxes and/or street furniture).	2	\$25,200
3	B	Reiby Street	Enmore Road to Pemell Lane	10km/h raised shared zone with regulatory signage, bollards, marked parking bays, planter boxes and/or street furniture, textured road pavement and street lighting. Installation of two (2) speed cushions.	3	\$58,100
4	B	Simmons Street	Enmore Road to Pemell Lane	10km/h raised shared zone with regulatory signage, bollards, marked parking bays, planter boxes and/or street furniture, textured road pavement and street lighting. Installation of two (2) speed cushions.	4	\$43,000
5	B	Marian Street	Enmore Road Enmore Lane	10km/h raised shared zone with regulatory signage, bollards, marked parking bays, planter boxes and/or street furniture, textured road pavement and street lighting. Installation of two (2) speed cushions.	5	\$50,000
6	E	Holt Street	King Street to Station Street	Stage 1: kerb extensions at King Street, reduced No Stopping distance on south side, bollards, kerb ramps, repositioned traffic signage.	6	\$26,000

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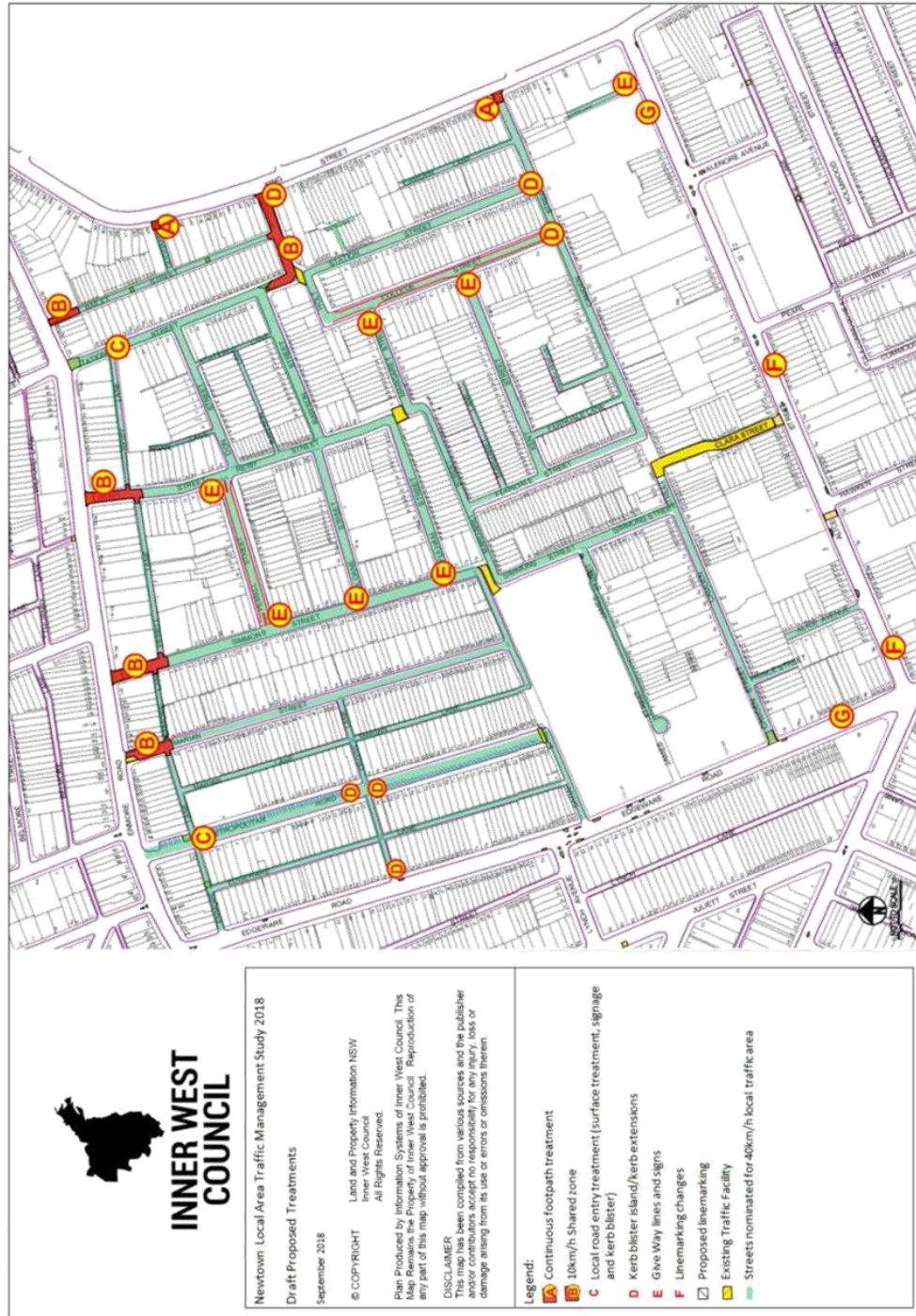
Items	Map ref	Street	Section	Proposed Treatment	Priority	Estimated Cost
7	B	Holt Street	King Street	Stage 2: 10km/h raised shared zone with regulatory signage, bollards, marked parking bays, planter boxes and/or street furniture, textured road pavement and street lighting. Installation of two (2) speed cushions.	7	\$65,500
8	A	Camden Street	King Street	Continuous footpath treatment (raised treatment on side street, installation of bollards, planter boxes, street furniture)	8	\$26,700
9	C	Metropolitan Road	Enmore Lane	Installation of kerb blister island Installation of at grade pavement or similar linemarking Installation of truck prohibited symbolic and local traffic signage	9	\$16,500
10	C	Station Street	Reiby Lane	Installation of at grade pavement or similar linemarking Installation of truck prohibited symbolic and local traffic signage	10	\$9,500
11	E	Metropolitan Road	Cross Lane	Installation of kerb blister islands with motorbike parking	11	\$60,000
12	E	Cross Lane	Edgeware Road	Installation of kerb blister island	12	\$8,000
13	E	Camden Street	College Street	2x landscaped kerb blister islands, give way signs and lines	13	\$14,000
14	E	Camden Street	Station Street	2x landscaped kerb blister islands, give way signs and lines	14	\$13,500
15	Appendix N	Simmons Street	entire length	Bicycle logo mixed traffic arrangement Bicycle warning symbolic signs on side streets	15	\$1,000
16	Appendix N	Margaret Street	Between Ferndale Street and College Street	Bicycle logo mixed traffic arrangement Bicycle warning symbolic signs on side streets	16	\$2,400
17	Appendix N	College Street	Between Margaret Street and Holt Street	Bicycle logo mixed traffic arrangement Bicycle warning symbolic signs on side streets	17	\$2,200
18	Appendix N	Holt Street	Between Station Street and King Street	Bicycle logo mixed traffic arrangement Bicycle warning symbolic signs on side streets	18	\$1,400
19	Appendix N	Station Street	Between Holt Street and Enmore Road	Bicycle logo mixed traffic arrangement Bicycle warning symbolic signs on side streets	19	\$3,200
20	Appendix N	Metropolitan Road	Between Enmore Road and southern end of road	Bicycle logo mixed traffic arrangement Bicycle warning symbolic signs on side streets	20	\$1,800
				Total		\$456,000

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Appendix G

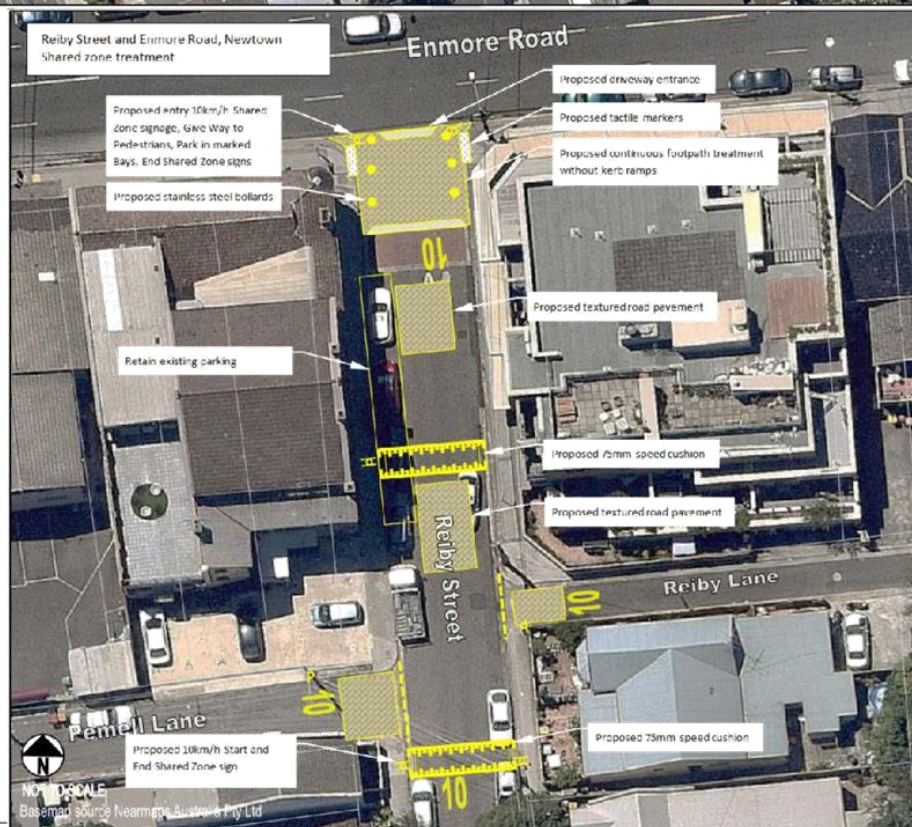
Proposed LATM Concept Designs

 **INNER WEST COUNCIL**



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INNER WEST COUNCIL

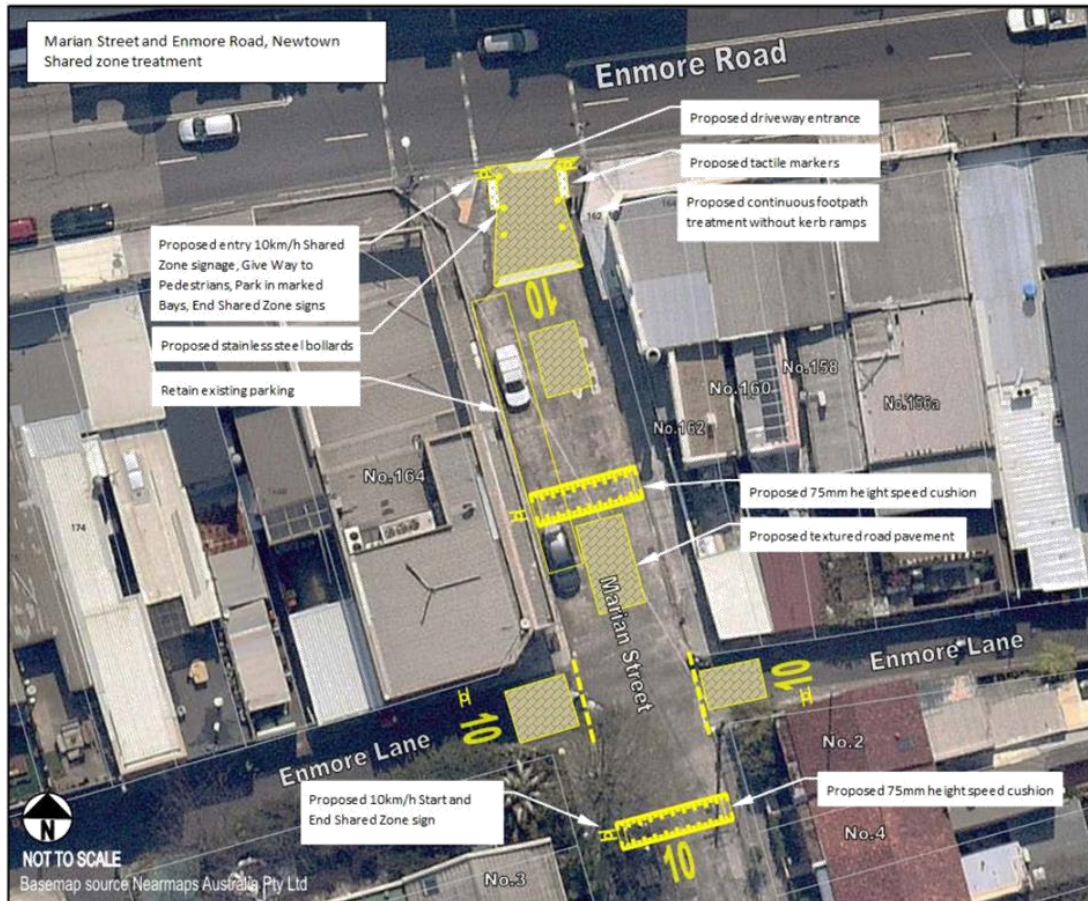


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Item 1

Attachment 3



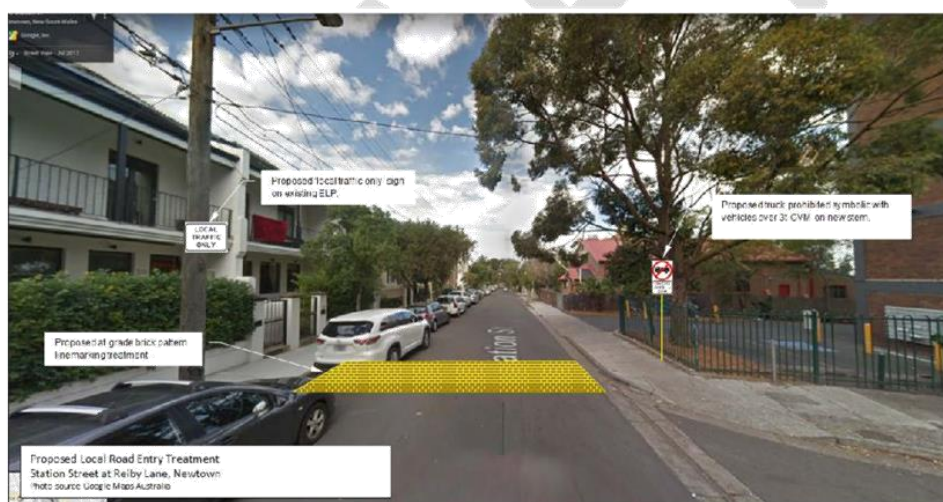


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INNER WEST COUNCIL

Item 1



Attachment 3

Inner West Council
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INNER WEST COUNCIL



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Item 1

Attachment 3





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 **INNER WEST COUNCIL**

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Inner West Council
Newtown from College Street Road 2018

INNER WEST COUNCIL



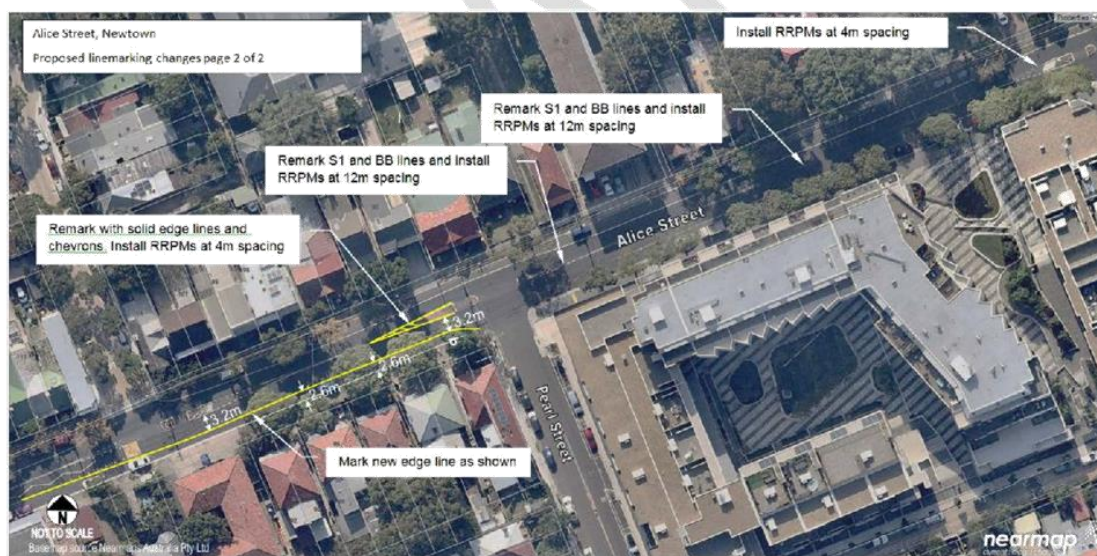
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Item 1

Attachment 3

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Newtown (area 6) LATM Draft Report 2018

INNER WEST COUNCIL



Item No: LTC1218 Item 2

Subject: Draft Newington Local Area Traffic Management Strategy (Stanmore Ward/Newtown Electorate/Inner West PAC)

Prepared By: Sunny Jo - Traffic and Parking Planner

Authorised By: John Stephens - Traffic and Transport Services Manager

SUMMARY

The draft Newington Local Area Traffic Management (LATM) study and recommendations are provided for the Committee's consideration. Amongst the options listed in the report, it is recommended that Council progress with implementing treatments, mainly the raised thresholds for a 50km/h environment and a number of other treatments.

RECOMMENDATION

THAT:

1. The Committee endorse the draft Newington LATM study and the following treatments for community consultation:
 - a. Raised threshold in Albert Street near Marr Playground;
 - b. Two raised thresholds in Bright Street near No.26 and No.6 Bright Street;
 - c. Change of priority at the intersection of Tupper Street and Newington Road, including removal of existing speed hump near No.36 Newington Road and No Parking 7am-7pm Mon-Fri opposite Tupper Street in Newington Street;
 - d. Pedestrian refuge island in Addison Road between Denby and Philpott Streets;
 - e. Implementation of mixed traffic bicycle facilities within the study area; and
 - f. Changes at signalised intersections at Enmore Road/Llewelyn Street, Enmore Road/Addison Road and Addison Road/Agar Street/Illawarra Road.
2. The draft report be placed on Public Exhibition, providing a minimum 28 days for submissions.

BACKGROUND

The Inner West Community Strategic Plan (CSP) 'Our Inner West 2036' endorsed in June 2018 provides the following outcomes and strategies for the future of Inner West.

CSP Outcomes	Strategies
2.6 People are walking, cycling and moving around Inner West with ease	1. Deliver integrated networks and infrastructure for transport and active travel 2. Pursue innovation in planning and providing new transport options 3. Ensure transport infrastructure is safe, connected and well maintained

The Newington Local Area Traffic Management (LATM) study and plan achieves these outcomes by reviewing existing traffic measures in place, including road safety, transport and traffic management.

The objective of the study is to investigate and review the performance of the existing LATM scheme and recommend proposed works. The Newington LATM study was originally completed in 1993 and first reviewed in 2004.

As shown in the attached map, the study area is bounded by Stanmore Road, Enmore Road, Addison Street and Livingstone Road.

Due to the size of the LATM report, only summary and recommendations are attached. The full report including all appendices can be accessed through Council's website

<https://yoursay.innerwest.nsw.gov.au/35472/documents/93453>

OTHER STAFF COMMENTS

The Newington LATM strategy was undertaken in order to review the traffic management strategy within the precinct. The LATM assessed the traffic conditions within the study area as follows:

- Assessment of the traffic volumes, heavy vehicle percentages and vehicle speeds based on the traffic survey results;
- Identification of the locations where not satisfying with Environmental Performance criteria;
- Analysis of the accident statistics for the 5 year period from July 2012 to June 2017;
- Review of the community's complaints and concerns raised in the community questionnaire in relation to traffic and safety issues;
- Review of intersection performance;
- Assessment of the effectiveness of the existing LATM measures and ensure them compliant to the up-to-date standard;
- Identification of further opportunities to reduce through traffic volumes and speed of traffic on local streets to address public amenity;
- Identification of pedestrian and cyclist improvements; and
- Development of conceptual LATM proposal options.

The recommendations aim to align with the Inner West CSP and the former Marrickville Integrated Transport Strategy (ITS) for an integrated streetscape and footpath program that takes a more holistic approach to infrastructure project planning. The ITS provides a framework which provides the rationale and recommended actions for addressing local transport issues and moving Inner West toward sustainable transport, reducing car use and increasing use of public transport, walking and cycling.

The report found that most local streets in the study area were considered acceptable for a 50km/h local speed environment, with raised thresholds being proposed at three locations. Furthermore an additional 40km/h treatment option was identified along the local streets in the study area including a change to the speed limit to 40km/h, subject to RMS approval. The 40km/h option will require a series of speed humps (14 in total) in seven (7) local streets to further lower prevailing speeds, in order to meet RMS requirements for a self-enforcing traffic environment. As there was no adverse community concern on traffic speeds on local streets shown during the initial survey and previous Council records, it was recommended to progress with the 50km/h treatment option only and the 40km/h treatments retained for consideration in the next LATM review in this precinct.

To address resident concerns raised at a resident group presentation, a change in road priority is proposed at the intersection of Tupper Street and Newington Road which should improve traffic flow through the intersection, in particular during the peak hours.

Kerb extensions are proposed at six (6) locations along Addison Road and one location in Enmore Road to improve pedestrian safety; however, it is noted that this option will create a pinch point for the existing on-road cycle route in Addison Road and this option should be further explored in conjunction with the public domain works planned for this area.

The study identified a need to provide a pedestrian crossing facility in Addison Road between Denby and Philpott Streets, and a pedestrian refuge island was proposed at this location.

Changes to traffic signal operations are proposed for Enmore Road/Llewelyn Street, Enmore Road/Addison Road and Addison Road/Agar Street/Illawarra Road intersections. At two sites it is proposed to change from an existing filter right turn to a protected right turn phase, and a recommendation to enforce illegal right turning movements. These intersections have been modelled using SIDRA and further details are found in the LATM report. As traffic signal operations are under the jurisdiction of Roads and Maritime Services (RMS), it is recommended that these proposals should be forwarded to RMS for its investigation and consideration for safety improvements in the future.

PUBLIC CONSULTATION

Council undertook community engagement through Council's YourSay website in April and May 2018 with invitation letters mailed out to stakeholders and residents within the study area. Consultation ended with 112 responses and a total of 357 visits to the website, which reflect a 4-5% response rate. The results of the survey were analysed and presented in the draft report.

The study included a resident presentation and feedback session on 20 and 21 August 2018, which included an invitation letter to the community on the proposed 40km/h and speed humps proposal. Attendances on the two face to face sessions were very low with 4 different attendees on both events; however, attendees raised relevant local traffic issues helpful to the LATM study.

Three internal workshops were held in throughout the project with staff from across Council.

FINANCIAL IMPLICATIONS

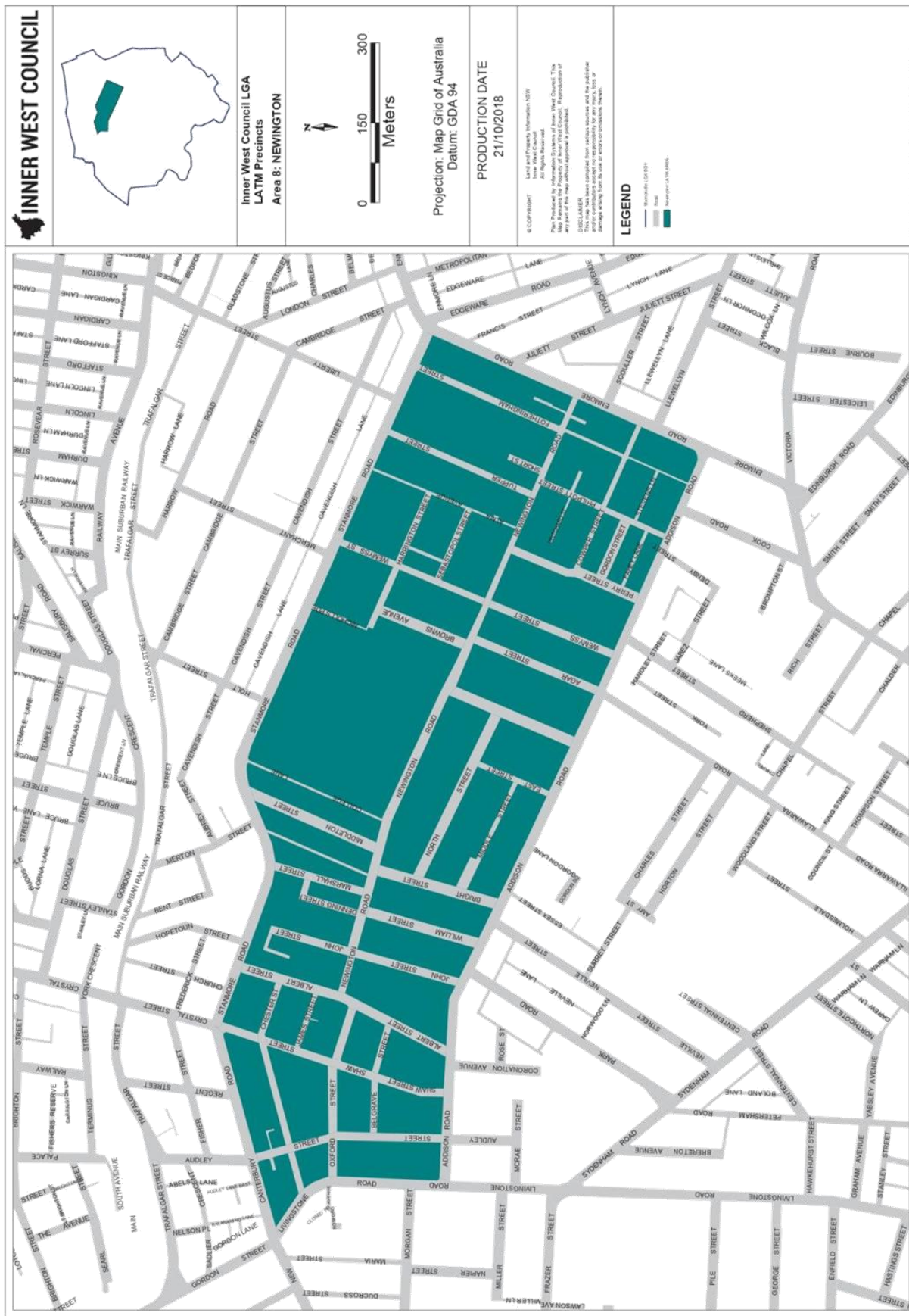
The Newington LATM identified works totaling \$64,645 for the 50km/h scheme work in Albert Street, Bright Street and Newington Road/Tupper Street intersection works. The implementation works are planned to be delivered in the 2021/2022 financial year, subject to approval of the final scheme and budget funding.

CONCLUSION

The Newington LATM Strategy will make transport and traffic improvements to the study area and will further support walking and cycling in the area. Attachment 2 contains a summary of recommendations and concept plans from the study.

ATTACHMENTS

1. [!\[\]\(54a282d3ed55c9b1ac66d6fb81d5de2b_img.jpg\) Newington LATM Study Area Map](#)
2. [!\[\]\(990a6ed8a8b9db20056986ea871bc6c5_img.jpg\) Summary of Recommendations and Concept Plans](#)
3. [!\[\]\(d3896819a3de2daa409b44fd8cc98bf4_img.jpg\) Executive Summary Newington LATM Study](#)




Newington Proposed Traffic Management to Maintain 50km/h

Street/Road	85th percentile speed	Average Road Width	Proposed treatment	units	Location	Purpose
Addison Road	49.6 to 54.4km/h	12.7	kerb extensions	12	at existing 6 pedestrian refuges	to narrow travel path of vehicles and give child and elderly pedestrians a shorter distance to cross road
Addison Road	47.2km/h	12.7	refuge with kerb extensions	1	between Denby and Philpott Streets	to create a crossing point and slow speeds
Albert Street	50.4km/h	12.4	raised threshold	1	north of James Street at park	to slow vehicle speed near park
Bright Street	57.6 km/h	12.8	raised thresholds	2	North of North Street, south of Middle Street	to slow vehicle speed in wide street
Enmore Road	55.5km/h	12.8	kerb extensions	2	at existing pedestrian refuge north of Newington Road	to narrow travel path of vehicles and give child and elderly pedestrians a shorter distance to cross road

Newington Proposed Additional Traffic Management to establish 40km/h on Local Streets

Street/Road	85th percentile speed	Average Road Width	Proposed treatment	units	Location	Comment
Albert Street	50.4 to 52.9km/h	12.4	raised thresholds	3	north of Addison Road, south of Oxford Street, south of Stanmore Road	to slow vehicle speed in wide street
Audley Street	36 to 41.8km/h	8.9	speed hump	1	south of Oxford Street	to slow vehicle speed in downhill section
England Avenue	44.3 to 49.6km/h	12.8	raised thresholds	2	north of North Street, north of Addison Road	to slow vehicle speed in wide street
John Street	44km/h	9.1	speed humps	2	between Newington and Addison Roads	to slow vehicle speed in downhill section
Middleton Street	43.9km/h	12.8	speed humps	2	evenly spaced	Angle Parking - Street narrowed, humps do not interfere with parking
North Street	49.9km/h	12.8	raised thresholds	2	east and west of East Street	to slow vehicle speed in wide street
William Street	53.1km/h	12.8	raised thresholds	2	between Newington and Addison Roads	to slow vehicle speed in wide street
on entry streets from Stanmore Road			40km/h speed sign	9	Audley St, Albert St, Marshall Lane, Middleton St, Weymuss St, Alma Ave,	
on entry streets from Enmore Road			40km/h speed sign	1	Cowper St	
on entry streets from Addison Road			40km/h speed sign	12	Fotheringham Lane, Philpott St, Perry St, Weymuss St, Agar St, England Ave, East St, Bright St, William St, John St, Albert St, Audley St	
on entry from Livingstone Road			40km/h speed sign	2	Oxford St, Chester St	
on entry from Shaw Street			40km/h speed sign	6	Chester St, Oxford St, Belgrave St	

Proposed treatments for 50 km/h


Nº	Item	Quantity	Unit Rate	Cost	Comments
Albert Street					
1	Instal mid block threshold	1	\$17,935.00	\$17,935.00	
	Instal W5-10 "Speed hump"	2	\$100.00	\$200.00	
	Instal W8-2 "xx km/h"	2	\$100.00	\$200.00	
	Subtotal			\$18,335.00	
Bright Street					
2	Instal mid block threshold	2	\$18,885.00	\$37,770.00	
	Instal W5-10 "Speed hump"	4	\$100.00	\$400.00	
	Instal W8-2 "xx km/h"	4	\$100.00	\$400.00	
	Instal W3-4 "Speed hump ahead"	1	\$100.00	\$100.00	
	Instal W8-17-2 "Supplementary warning sign"	2	\$100.00	\$200.00	
	Subtotal			\$38,870.00	
Addison Rd					
3	Concrete Kerb only - 150mm high kerb (by hand)	168 m	\$125.00	\$21,000.00	
	Colour oxide surface finish	72 m²	\$60.00	\$4,320.00	
	Retro-reflective raised pavement markers	144	\$7.50	\$1,080.00	Blisters
	Retro-reflective raised pavement markers	96	\$7.50	\$720.00	Islands
	Concrete Kerb only - 150mm high kerb (by hand) - for refuge islands	20 m	\$125.00	\$2,500.00	
	Subtotal			\$29,620.00	
Enmore Rd					
3	Concrete Kerb only - 150mm high kerb (by hand)	28 m	\$125.00	\$3,500.00	
	Colour oxide surface finish	12 m²	\$60.00	\$720.00	
	Retro-reflective raised pavement markers	24	\$7.50	\$720.00	
	Subtotal			\$4,220.00	
Total				\$91,045.00	

Proposed treatments for 40 km/h

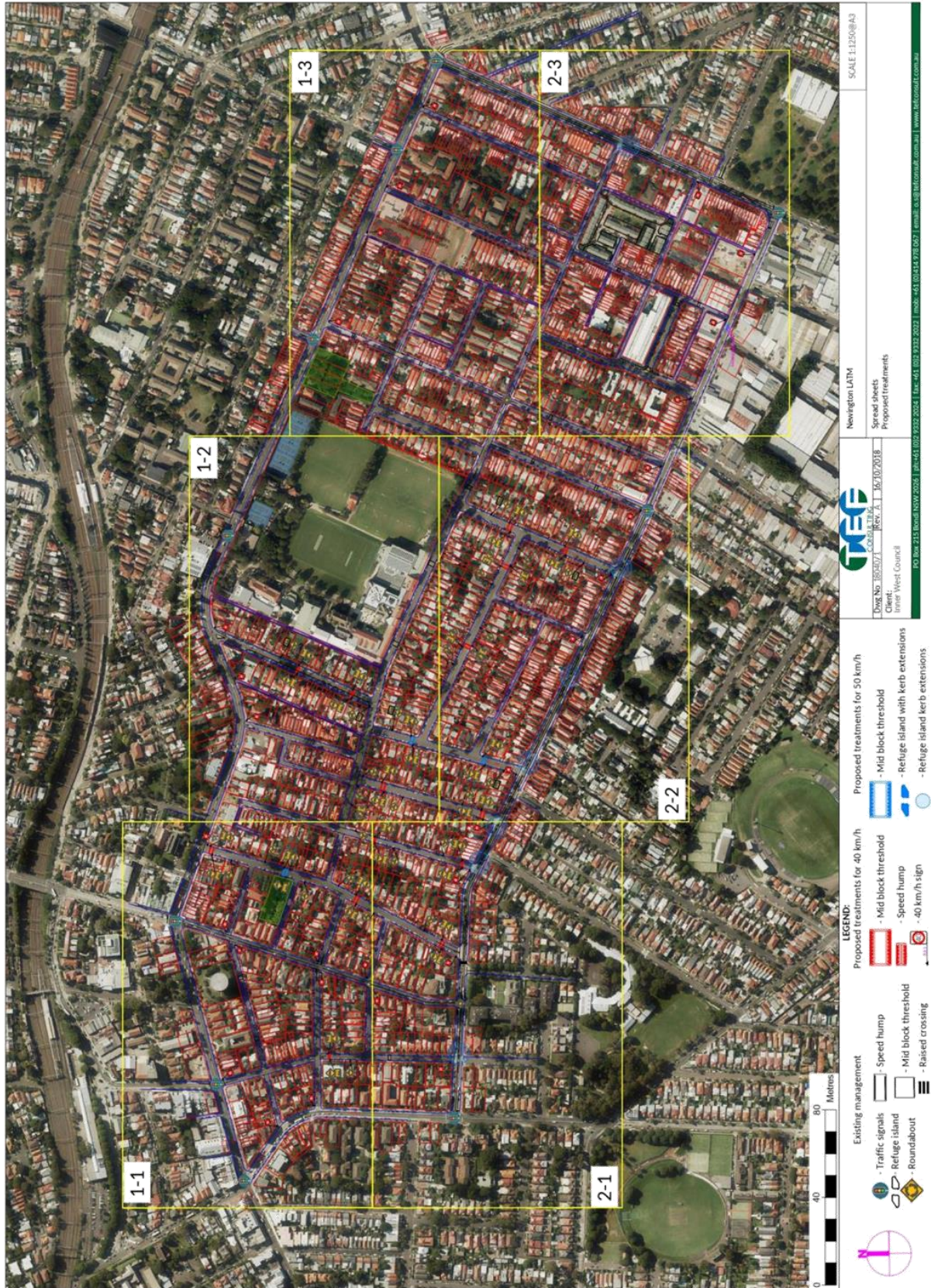

Nº	Item	Quantity	Unit Rate	Cost	Comments
Agar Street					
1	Instal R4-1 "Speed limit"	1	\$ 205	\$ 205	
			Subtotal	\$ 205	
Albert Street					
2	Instal mid block threshold	3	\$ 17,935	\$ 53,805	
	Instal W5-10 "Speed hump"	6	\$ 205	\$ 1,230	
	Instal W8-2 "xx km/h"	6	\$ 125	\$ 750	
	Instal W3-4 "Speed hump ahead"	6	\$ 205	\$ 1,230	
	Instal R4-1 "Speed limit"	2	\$ 205	\$ 410	
			Subtotal	\$ 57,425	
Alma Avenue					
3	Instal R4-1 "Speed limit"	1	\$ 205	\$ 205	
			Subtotal	\$ 205	
Audley Street					
4	Instal speed hump	1	\$ 10,000	\$ 10,000	assumed cost based on mid-value between threshold cost and 2x rubber cushions
	Instal W5-10 "Speed hump"	2	\$ 205	\$ 410	
	Instal W8-2 "xx km/h"	2	\$ 125	\$ 250	
	Instal W3-4 "Speed hump ahead"	1	\$ 205	\$ 205	
	Instal R4-1 "Speed limit"	2	\$ 205	\$ 410	
			Subtotal	\$ 11,275	
Belgrave street					
5	Instal R4-1 "Speed limit"	2	\$ 205	\$ 410	
			Subtotal	\$ 410	
Bright Street					
6	Instal W3-4 "Speed hump ahead"	1	\$ 205	\$ 205	
	Instal R4-1 "Speed limit"	1	\$ 205	\$ 205	
			Subtotal	\$ 410	
Chester Street					
7	Instal R4-1 "Speed limit"	3	\$ 205	\$ 615	
			Subtotal	\$ 615	
Cowper Street					
8	Instal R4-1 "Speed limit"	1	\$ 205	\$ 205	
			Subtotal	\$ 205	
East Street					
9	Instal R4-1 "Speed limit"	1	\$ 205	\$ 205	
			Subtotal	\$ 205	
England Avenue					
10	Instal mid block threshold	2	\$ 17,935	\$ 35,870	
	Instal W5-10 "Speed hump"	4	\$ 205	\$ 820	
	Instal W8-2 "xx km/h"	4	\$ 125	\$ 500	
	Instal W3-4 "Speed hump ahead"	2	\$ 205	\$ 410	
	Instal W8-17-2 "Supplementary warning sign"	2	\$ 125	\$ 250	
	Instal R4-1 "Speed limit"	1	\$ 205	\$ 205	
			Subtotal	\$ 38,055	
Fortheringham Lane					
11	Instal R4-1 "Speed limit"	1	\$ 205	\$ 205	
			Subtotal	\$ 205	

Proposed treatments for 40 km/h

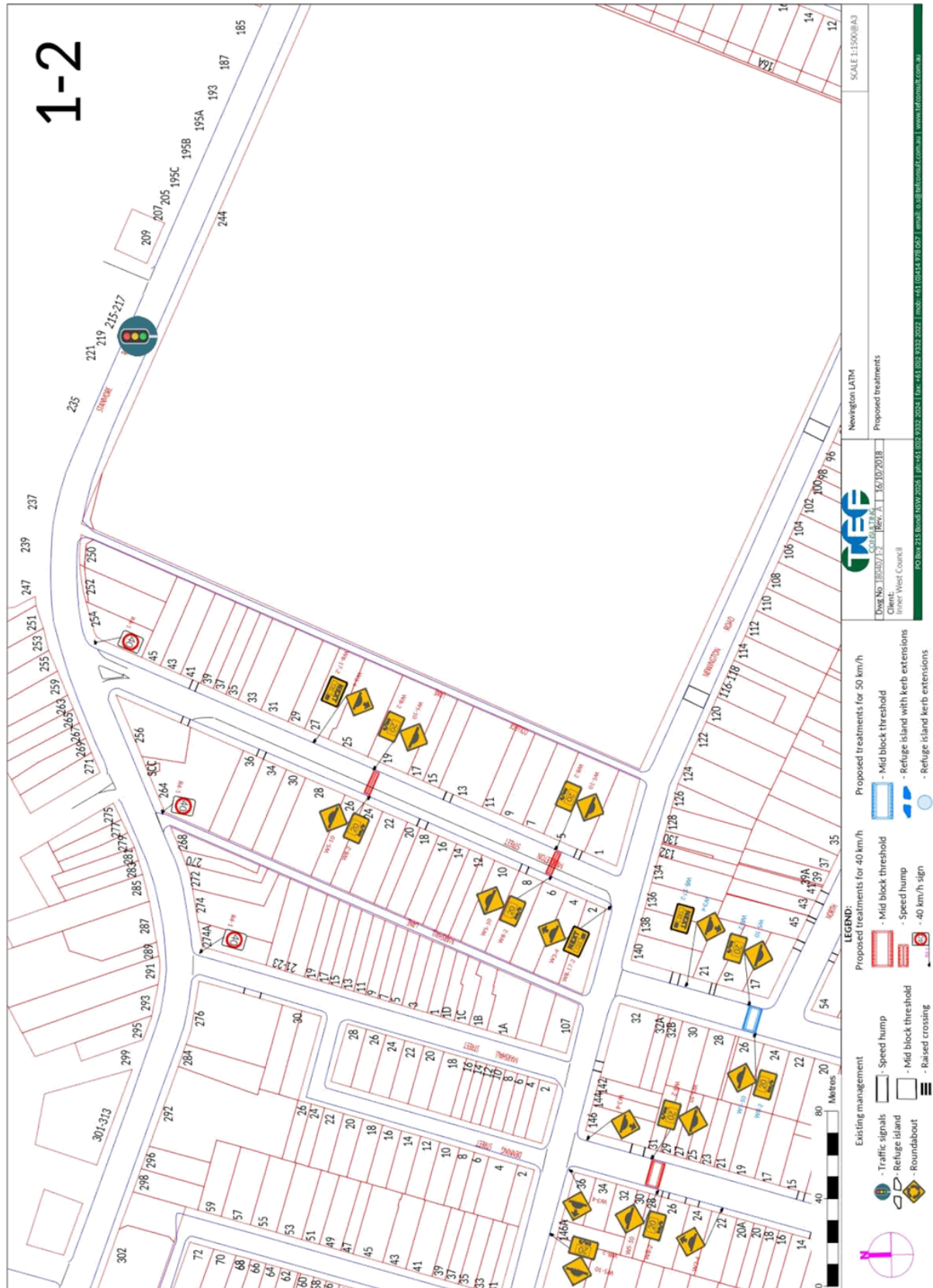

Nº	Item	Quantity	Unit Rate	Cost	Comments
12	Fortheringham Street				
	Instal R4-1 "Speed limit"	1	\$ 205	\$ 205	
	Subtotal			\$ 205	
13	John Street				
	Instal speed hump	2	\$ 10,000	\$ 20,000	assumed cost based on mid-value between threshold cost and 2x rubber cushions
	Instal W5-10 "Speed hump"	4	\$ 205	\$ 820	
	Instal W8-2 "xx km/h"	4	\$ 125	\$ 500	
	Instal W3-4 "Speed hump ahead"	3	\$ 205	\$ 615	
	Instal R4-1 "Speed limit"	1	\$ 205	\$ 205	
	Subtotal			\$ 22,140	
14	Marshall Lane				
	Instal R4-1 "Speed limit"	1	\$ 205	\$ 205	
	Subtotal			\$ 205	
15	Marshall Street				
	Instal R4-1 "Speed limit"	1	\$ 205	\$ 205	
	Subtotal			\$ 205	
16	Middleton Street				
	Instal speed hump	2	\$ 10,000	\$ 20,000	assumed cost based on mid-value between threshold cost and 2x rubber cushions
	Instal W5-10 "Speed hump"	4	\$ 205	\$ 820	
	Instal W8-2 "xx km/h"	4	\$ 125	\$ 500	
	Instal W3-4 "Speed hump ahead"	2	\$ 205	\$ 410	
	Instal W8-17-2 "Supplementary warning sign"	2	\$ 125	\$ 250	
	Instal R4-1 "Speed limit"	1	\$ 205	\$ 205	
17	Newington Road				
	Instal W5-10 "Speed hump"	1	\$ 205	\$ 205	
	Instal W8-2 "xx km/h"	1	\$ 125	\$ 125	
	Instal W3-4 "Speed hump ahead"	1	\$ 205	\$ 205	
	Subtotal			\$ 535	
18	North Street				
	Instal mid block threshold	2	\$ 17,935	\$ 35,870	
	Instal W5-10 "Speed hump"	4	\$ 205	\$ 820	
	Instal W8-2 "xx km/h"	4	\$ 125	\$ 500	
	Instal W3-4 "Speed hump ahead"	4	\$ 205	\$ 820	
19	Oxford Street				
	Instal R4-1 "Speed limit"	3	\$ 205	\$ 615	
	Subtotal			\$ 615	
20	Parry Street				
	Instal R4-1 "Speed limit"	1	\$ 205	\$ 205	
	Subtotal			\$ 205	
21	Philpott Street				
	Instal R4-1 "Speed limit"	1	\$ 205	\$ 205	
	Subtotal			\$ 205	

Proposed treatments for 40 km/h

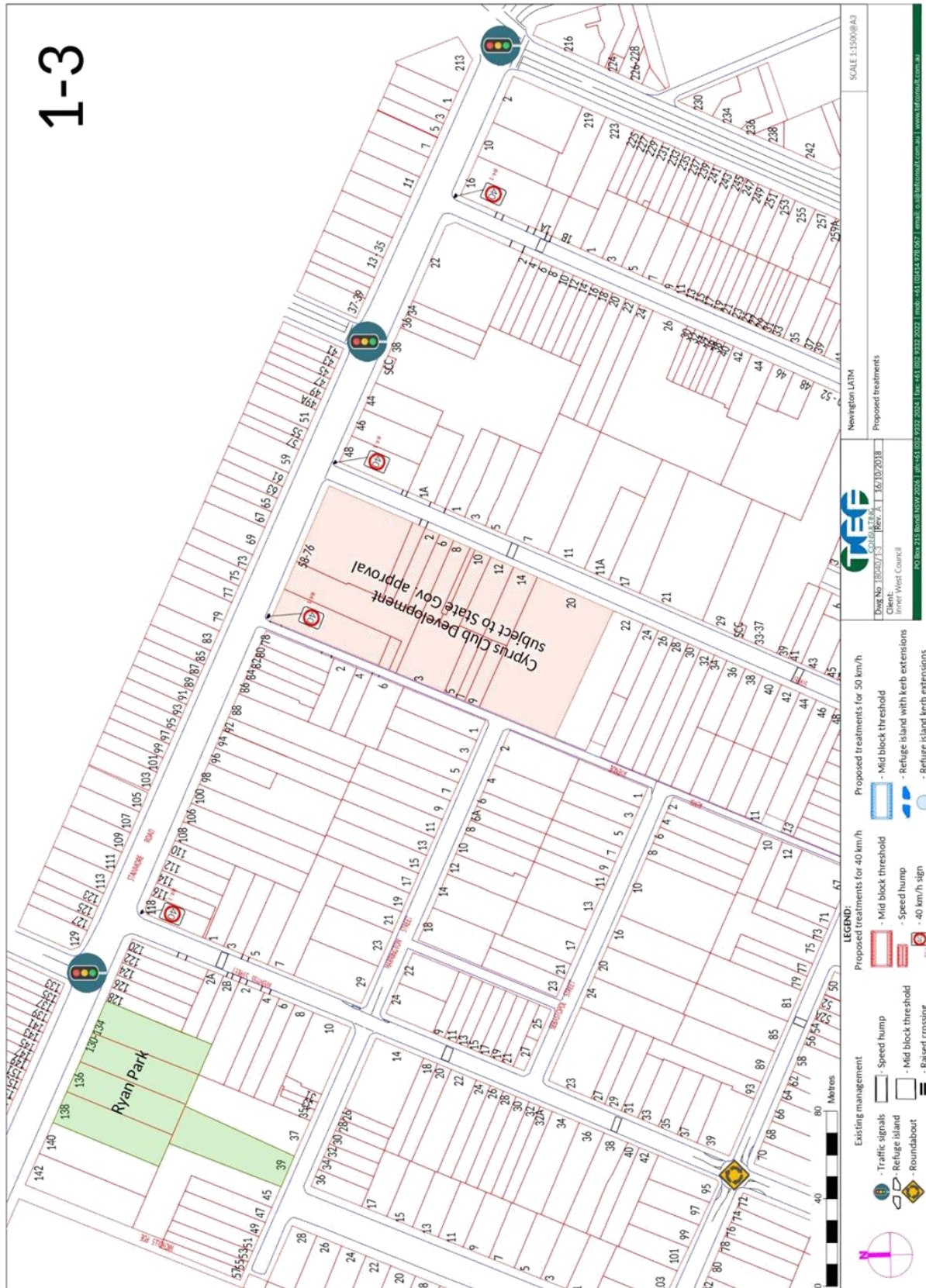

Nº	Item	Quantity	Unit Rate	Cost	Comments
Tupper Street					
22	Instal R4-1 "Speed limit"	1	\$ 205	\$ 205	
			Subtotal	\$ 205	
Wemyss Street					
23	Instal R4-1 "Speed limit"	2	\$ 205	\$ 410	
			Subtotal	\$ 410	
William Street					
24	Instal mid block threshold	2	\$ 17,935	\$ 35,870	
	Instal W5-10 "Speed hump"	4	\$ 205	\$ 820	
	Instal W8-2 "xx km/h"	4	\$ 125	\$ 500	
	Instal W3-4 "Speed hump ahead"	3	\$ 205	\$ 615	
	Instal R4-1 "Speed limit"	1	\$ 205	\$ 205	
			Subtotal	\$ 38,010	
				Total	\$ 232,145







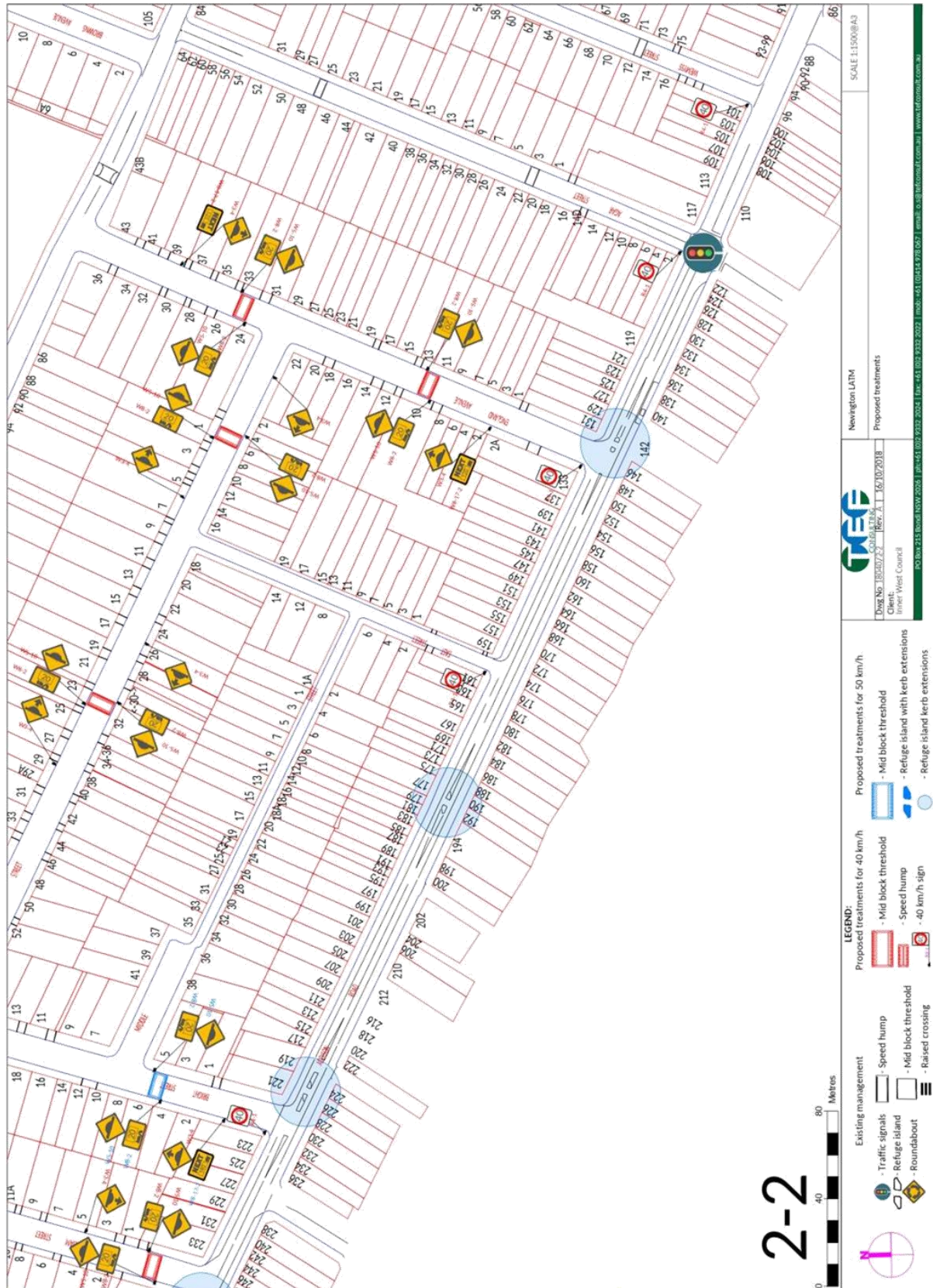
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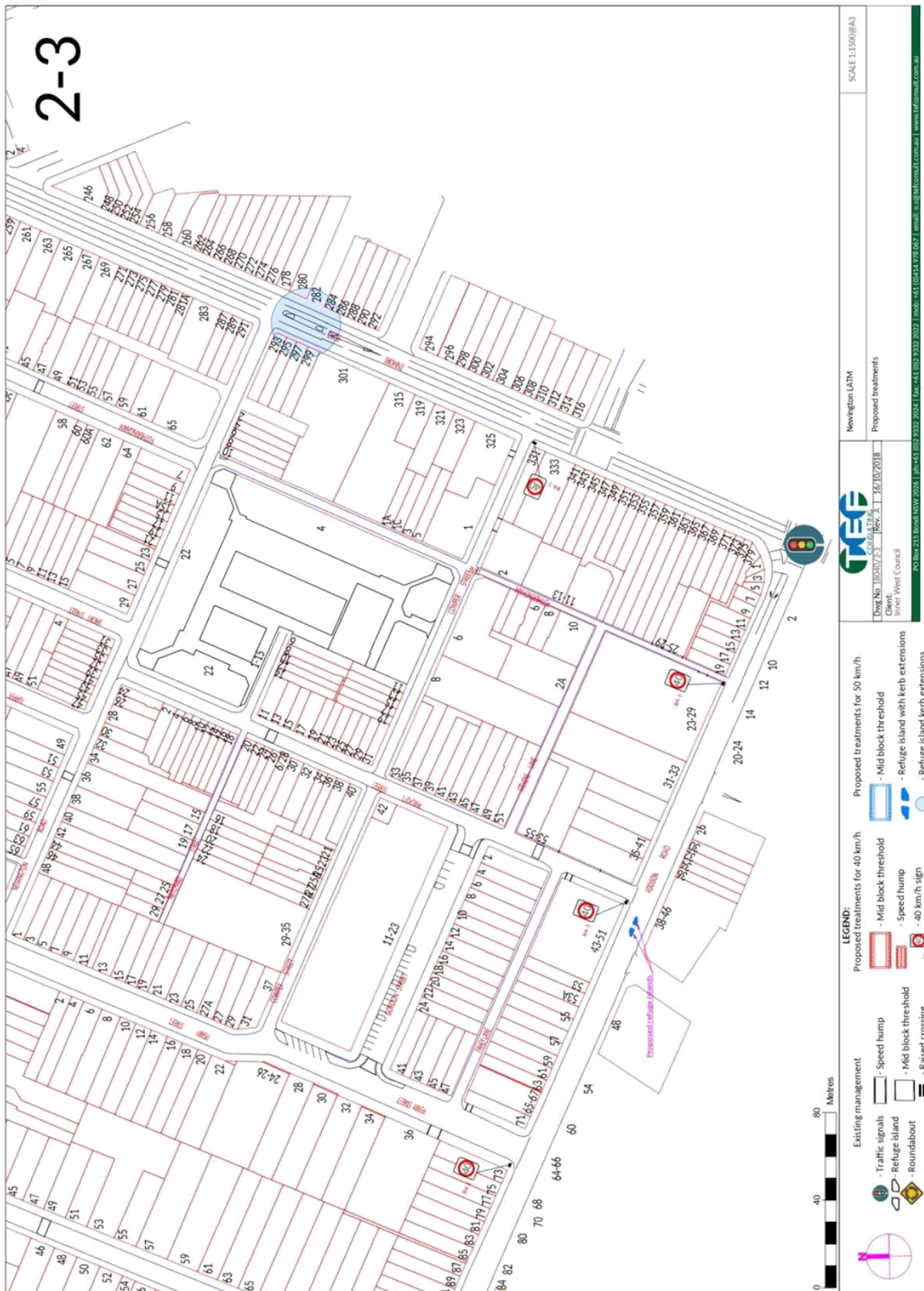


Item 2

Attachment 2







Draft Report Version 2 – for Councillors' Review



EXECUTIVE SUMMARY

KEY FINDINGS

LAND USE AND POPULATION GROWTH

- The area is principally zoned Low Density Residential R2 with only small pockets of higher density R3 and R4 in the southeast corner of the study area.
- Retailing is located principally in the B1 (neighbourhood) and B2 (local centre) zonings on Stanmore Road (north east and south east corners) and Addison Road, principally in the south east corner.
- The area is not self-sufficient in any of the supporting land uses required for a residential area.
- There is a dearth of open space within the area; food retailing is also outside the area with a small fruit and grocery near Albert Street being the only service inside the study area.
- The railway stations are north of the study area while the Metro Bus service runs along Enmore Road.
- Both the public primary schools and the High School which service the study area, are outside the area.

MODE OF TRAVEL TO WORK

- In the last 5 years from 2011-2016 the mode to work has changed in car use – down by 3% and public transport use – up by 6% - public transport is now the leading mode to work.

STATE AND COUNCIL STRATEGIES AND PLANS

- In line with the Marrickville DCP, there is no proposed urban renewal or substantial increase in housing growth in the area
- The Marrickville Urban Strategy identified areas suitable for renewal in Petersham between the shops and station and near Enmore Park;
- The Marrickville Public Domain Study identified the main destinations in this area as Enmore Park, Annett Kellerman Aquatic Centre adjacent, Addison Road Community Centre, and Marrickville Metro.
- The Bike Plan Identified both Regional and Local Routes through the area, and a design concept has been prepared by Council for part of Addison Road.
- The PAMP identifies Addison Road as a high priority pedestrian route.
- Only small street sections were recommended for parking control in the area by the Petersham and Stanmore Parking Studies.

TRAFFIC AND TRANSPORT

- There are only three roads in the area where the 85th percentile speed is 10% over the posted speed limit, those roads are Addison Road, Enmore Road and Bright Street. It is noted that there were no recorded roads with volume non-compliance.
- Treatments installed to manage the speed of traffic in the study area include roundabouts, and pedestrian refuges.

ROAD CRASHES

- There were 245 recorded incidents over the 5 year period from July 2011 to June 2016.
- Most crashes occurred on State Roads (62%), followed by Regional Roads (26%) and 30 on Council roads (12%).
- Most crashes were at intersections with 183 incidents (75%).
- The main crash type was RUM Code 21 (right through) - 40 on State and Regional Roads and 11 on local roads.

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- The intersection of Enmore Road / Llewelyn Street had the highest number of crashes - 7 in 5 years.
- The intersection of Enmore Road / Addison Road intersection had 5 crashes in 5 years.

COMMUNITY INPUT

Initial Web Survey

- A total 112 persons responded from the study area, representing about 4-5% of the households.
- The largest number of respondents were from Addison Road – 13, Fotheringham Street – 9, North Street – 8, Newington Road, William Street and Wemyss Street – 6 from each.
- the highest rated problem is the volume of traffic - 55% of respondents, with most problematic times being afternoon peaks and weekends.
- The highest levels of concern are:
 - Addison Road - too much traffic, heavy vehicle use and exceeding the speed limit;
 - Stanmore Road and Enmore Road - too much traffic;
 - Newington Road - rat running and too much traffic.

Workshops and Second Web Survey

Two community workshops were held to present and discuss the LATM proposals. Attendance was very low (8 persons). From the issues raised inspections were undertaken of Tupper Street/Newington Road and Stanmore Road intersections together with desk analyses resulting in a further management recommendation for the Tupper Street/Newington Road.

The second web survey yielded only 19 responses. The question posed was in relation to the introduction of a 40km/h speed zone in the study area. The response was as follows:

- Support – 5
- Support in principle with changes – 11
- No support – 3

The most relevant issue raised was in relation to Marshall Street where no devices are proposed. A watching brief may be necessary in Marshall Street in relation to traffic diversion from treated streets.

RECOMMENDATIONS

A range of improvements are documented for the existing traffic management devices, signs and pavement markings and active transport facilities which would result with contemporary compliance with Standards and prevailing guidelines. These are for input into Council's maintenance programme.

Key intersections on regional roads were analysed, and actions for upgrading traffic and road safety performance as follows:

- Enmore Road / Llewelyn Street intersection - dedicated right hand turn on Enmore Road into Llewelyn Street southern approach;
- Enmore Road / Addison Road intersection - dedicated right hand turn on Enmore Road into Addison Road northern approach;
- Addison Road / Agar Street / Illawarra Road intersection - lagging right hand turn phase for the eastern approach, and camera for illegal right hand turns into Agar Street;
- Enmore Road / Newington Road intersection - 3 options are available with the preferred being banning the right hand turn from Newington Road to Enmore Road:

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- Tupper Street / Newington Road intersection – 2 options are available -
 - Option 1 - a change of priority to Tupper Street with Stop signs on Newington Road; prohibition of parking opposite Tupper Street in Newington Road from 7am-7pm on weekdays; removal of the speed hump west of the intersection in Newington Road.
 - Option 2 - removal of 4 parking spots permanently in Tupper Street - two either side on approach to intersection.

LATM treatments are proposed which address speed reduction assisting with compliance with the prevailing 50km/h speed limit as follows:

- Bright Street – two thresholds to address the speed non-compliance;
- Addison Road –
 - kerb extensions at the six existing pedestrian refuges to increase pedestrian crossing safety by physically decreasing the travel lane for cars,
 - A new pedestrian refuge between Denby and Philpott Streets to address the free flow of vehicles between the two signals.
- Albert Street, near the intersection with James Street –
- A raised threshold to contain speed at a potential pedestrian crossing point to the children's playground – the only playground in the study area.
- Enmore Road, south of Newington Road, kerb extension at the existing refuge island.

An option for the establishment of a local area 40km/h speed zone in the study area is also presented to upgrade active transport road safety and residential amenity. To establish this, compliance with RMS guidelines requires that the speed zone is self-enforcing. This will require additional treatments as follows:

- Albert Street – 3 raised thresholds,
- Audley Street – one speed hump,
- England Avenue – 2 raised thresholds,
- John Street – 2 speed humps,
- Middleton Street – 2 speed humps,
- North Street – 2 raised thresholds,
- William Street – 2 raised thresholds,
- On entry from the Regional and State roads – thirty 40km/h speed signs.

In relation to the establishment of 40km/h, it is recommended in the first instance, that Council approach the RMS to undertake a 6 month trial of 40km/h entry signage and monitoring of speeds in untreated streets, to gauge the effectiveness of the signage in lowering speeds to 40km/h.

Item No: LTC1218 Item 3
Subject: Darling Street at Denison Street, Rozelle - Intersection Improvements - Design Plan 10046 (Balmain Ward/ Balmain Electorate/ Leichhardt LAC)
Prepared By: Vinoth Srinivasan - Engineer - Traffic and Parking Services
Authorised By: John Stephens - Traffic and Transport Services Manager

SUMMARY

Design plans have been prepared for the proposed footpath works on the southern side of Darling Street (between Red Lion Street and Denison Street) and for intersection improvements at the intersection of Darling Street and Denison Street, Rozelle. The works will improve road safety for pedestrians and motorists and is part of the Town Centre Upgrade Capital Works Program.

Consultation has been undertaken with owners and occupiers of affected properties in Darling Street, Rozelle regarding the proposal. It is recommended that the proposed detailed design plan be approved (Design Plan – 10046).

RECOMMENDATION

THAT the detailed design plan for intersection improvements, including removing an existing concrete median in Denison Street and installing new line markings at the intersection of Darling Street and Denison Street, Rozelle (as per Design Plan No. 10046) be approved.

BACKGROUND

Design plans have been prepared for the proposed intersection improvements at the intersection of Darling Street and Denison Street and a new footpath on the southern side of Darling Street (between Red Lion Street and Denison Street). The proposed project is part of the Town Centre Upgrade Capital Works Program.

The design plan has been finalised for the proposed works and public notification of the works went out for consultation in October 2018. The design plan is presented in this report for consideration and approval.

FINANCIAL IMPLICATIONS

The reconstruction of new footpaths and intersection treatments will be implemented in this financial year, 2018/19 subject to final funding allocations. The estimated cost of the project is \$211,000. The assigned budget is \$214,000.

OTHER STAFF COMMENTS

Darling Street between Red Lion Street and Denison Street is a classified State Road. The carriageway is approximately 12.5 metres wide and it is a two-way road with one travel lane in each direction in addition to kerbside parking on either side of the road.

Denison Street is a 9.7 metre wide Local Road with kerbside parking lanes on either side of the street. The width of Denison Street narrows to 7.3 metres at the existing entry treatment close to the intersection of Darling Street.

This section of Denison Street carries approximately 2,000 vehicles per day and there has been only one (1) reported collision at the intersection in the current 5 year reported crash data.

Design Plan No. 10046

Detailed design plans for the intersection improvements at the intersection of Darling Street and Denison Street and a new footpath on the southern side of Darling Street (between Red Lion Street and Denison Street) (ATTACHMENT – Design Plan No. 10046) are submitted for consideration.

The proposed scope of work includes the following:

- Remove existing footpath and construct new footpath of pavers, concrete and asphalt
- Reconstruct existing kerb ramps and remove redundant kerb ramp
- Construct new landscape gardens in the footpath at the intersection of Darling Street and Denison Street
- Re-lay new concrete kerb and gutter
- Reduce existing at grade paved entry treatment (from 5.9m to 5.0m in length), resurface the road surface and re-install road markings
- Remove existing concrete median on paved entry treatment in Denison Street
- Repair any damaged existing private stormwater lines leading from property (between the front boundary and gutter) within the area of work

This proposal will not result in the loss of any on-street parking spaces. Please refer to the attached plan for more details.

Note, the low warrant (up to 45 vehicles per hour) for a continuous footpath is not met for this intersection due to higher traffic volumes.

PUBLIC CONSULTATION

Consultation was conducted between 22 October 2018 and 5 November 2018. A letter as well as a copy of the design plan was sent to the businesses and local residents in Darling Street, Rozelle. A total of 57 letters were distributed (as indicated in the below plan).



No responses were submitted to Council.

CONCLUSION

It is recommended that the detailed design plan for intersection improvements, including removing an existing concrete median in Denison Street and installing new line markings at the intersection of Darling Street and Denison Street, Rozelle (as per Design Plan No. 10046) be approved.

ATTACHMENTS

1. [↓](#) Detailed design plan



Item No: LTC1218 Item 4

Subject: Warayama Place and Yara Avenue, Rozelle - Proposed 'No Stopping' Restrictions (Balmain Ward/ Balmain Electorate/ Leichhardt LAC)

Prepared By: David Yu - Engineer - Traffic and Parking Services

Authorised By: John Stephens - Traffic and Transport Services Manager

SUMMARY

Council has received a request to signpost a 'No Stopping' restriction on the eastern side of Yara Avenue south of Warayama Place, Rozelle in order to prevent illegal parking and improve sight lines.

RECOMMENDATION

THAT a 12m 'No Stopping' zone be installed on the eastern side of Yara Avenue, south of Warayama Place, Rozelle.

BACKGROUND

Concerns have been raised by residents regarding vehicles parking on the eastern side of Yara Avenue too close to the intersection of Warayama Place, Rozelle.

This illegal parking behaviour obstructs sight lines as well as access out of Yara Avenue.

It should be noted that the parking on the western side of Yara Avenue is indented and Yara Avenue is one-way between Margaret Street and Warayama Place.

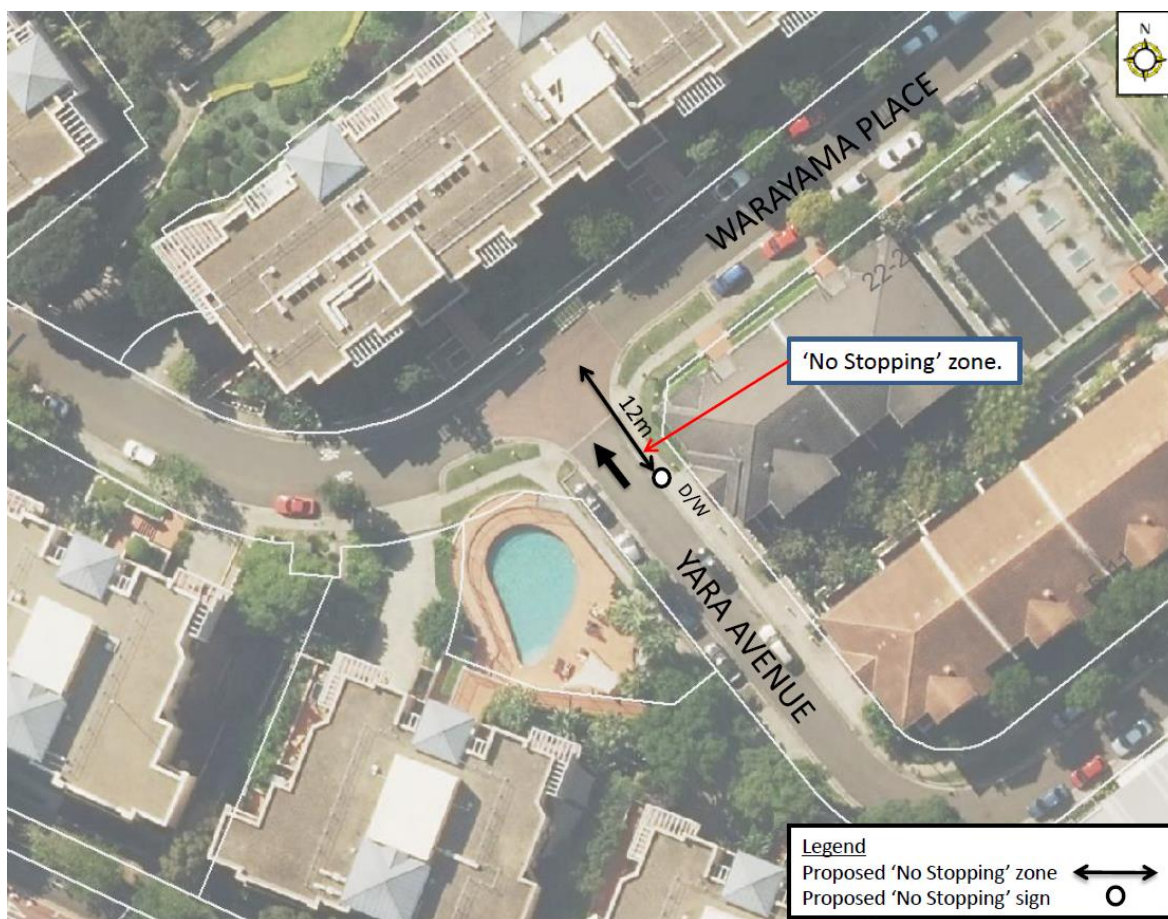
FINANCIAL IMPLICATIONS

Nil.

OTHER STAFF COMMENTS

In order to alleviate the sight visibility and manoeuvring space issues, it is proposed to signpost a 12m 'No Stopping' zone on the eastern side of Yara Avenue, south of Warayama Place, Rozelle.

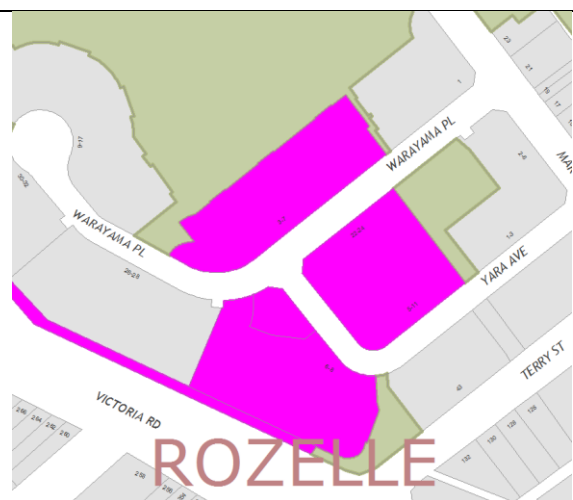
The proposal is shown on the following plan:



PUBLIC CONSULTATION

A letter outlining the above proposal was mailed out to the affected properties (142 properties) in Warayama Place and Yara Avenue, Rozelle.

Three (3) responses were received, all in support of the proposal.



Residents' Comments	Officer Comments
<p><i>As a resident of Warayama Place, I strongly support the proposed 'No Stopping' restriction at the intersection of Yara Avenue and Warayama Place.</i></p> <p><i>Whilst on the matter of parking restrictions when is Council going to introduce timed weekday parking in all of Margaret Street and also Warayama Place – with exceptions for residents of both streets?</i></p>	<p><i>It should be noted that Council is currently investigating the feasibility of parking restrictions in the area.</i></p> <p><i>In regards to Resident Parking Schemes (RPS), it should be noted that multi-unit dwellings and the strata subdivision of residential flat buildings approved after January 2001 are not allowed to participate in a RPS as off-street parking should be provided in accordance with Council's parking DCP.</i></p>

Item 4

<i>I am a resident of Warayama Place Rozelle and I agree with the proposed placement of a 'No Stopping' sign near the corner of Yara Avenue and Warayama Place, Rozelle.</i>	<i>Noted.</i>
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CONCLUSION

Nil.

ATTACHMENTS

Nil.

Item No: LTC1218 Item 5

Subject: Ash Lane at Wolseley Street and Northcote Street, Haberfield - Proposed 'No Stopping' Restrictions (Leichhardt Ward/ Summer Hill Electorate/ Burwood PAC)

Prepared By: David Yu - Engineer - Traffic and Parking Services

Authorised By: John Stephens - Traffic and Transport Services Manager

SUMMARY

Council has received a request to signpost the statutory 'No Stopping' restriction at the intersections of Ash Lane/Wolseley Street and Ash Lane/Northcote Street, Haberfield, in order to prevent illegal parking and improve sight lines.

RECOMMENDATION

THAT:

1. A 10m 'No Stopping' zone be installed on the western side of Ash Lane, south of Wolseley Street, Haberfield;
2. A 10m 'No Stopping' zone be installed on the western side of Ash Lane, north of Northcote Street, Haberfield; and
3. A 10m 'No Stopping' zone be installed on the western side of Ash Lane, south of Northcote Street, Haberfield.

BACKGROUND

Concerns have been raised by residents regarding vehicles parking too close to the intersections of Ash Lane/Wolseley Street and Ash Lane/Northcote Street, Haberfield.

This illegal parking behaviour obstructs sight lines as well as access into and out of Ash Lane. It should be noted that there is unrestricted parking on both sides of Ash Lane.

FINANCIAL IMPLICATIONS

Nil.

OTHER STAFF COMMENTS

In order to alleviate the sight visibility and manoeuvring space issues, it is proposed to signpost the statutory 'No Stopping' zones at the following locations:

- The western side of Ash Lane, south of Wolseley Street (10m 'No Stopping' zones).
- The western side of Ash Lane, north of Northcote Street (10m 'No Stopping' zone).
- The western side of Ash Lane, south of Northcote Street (10m 'No Stopping' zone).

The proposal is shown on the following plan:



PUBLIC CONSULTATION

A letter outlining the above proposal was mailed out to the affected properties (22 properties) in Wolseley Street and Northcote Street, Haberfield.

One response was received, in support of the proposal.



CONCLUSION

Nil.

ATTACHMENTS

Nil.

Item No: LTC1218 Item 6

Subject: Cheltenham Street at Foucart Street and Brockley Street at Denison Street, Rozelle - Proposed 'No Stopping' Restrictions (Balmain Ward/Balmain Electorate/ Leichhardt LAC)

Prepared By: David Yu - Engineer - Traffic and Parking Services

Authorised By: John Stephens - Traffic and Transport Services Manager

SUMMARY

Council has received a request to signpost the statutory 'No Stopping' restrictions at the intersections of Cheltenham Street/Foucart Street and Denison Street/Brockley Street, Rozelle, in order to prevent illegal parking and improve sight lines.

RECOMMENDATION

THAT:

- 1. A 10m 'No Stopping' zone be installed on the southern side of Cheltenham Street, east of Foucart Street, Rozelle; and**
- 2. 10m 'No Stopping' zones be installed on the western side of Denison Street, north and south of Brockley Street, Rozelle;**

BACKGROUND

Concerns have been raised by residents regarding vehicles parking too close to the intersections of Cheltenham Street/Foucart Street and Denison Street/Brockley Street, Rozelle.

This illegal parking behaviour obstructs sight lines as well as access into and out of Cheltenham Street and Brockley Street.

Brockley Street and Cheltenham Street are one way pairs, Cheltenham Street operates one-way westbound between Denison Street and Foucart Street whilst Brockley Street operates one-way eastbound between Foucart Street and Denison Street.

It should be noted that there is an existing 'No Stopping' zone on the northern side of Cheltenham Street, east of Foucart Street. There are also existing 'No Stopping' zones on the northern and southern sides of Brockley Street, west of Denison Street.

FINANCIAL IMPLICATIONS

Nil.

OTHER STAFF COMMENTS

In order to alleviate the sight visibility and manoeuvring space issues, it is proposed to signpost the statutory 'No Stopping' zones at the following locations:

- The southern side of Cheltenham Street, east of Foucart Street (10m 'No Stopping' zones).
- The western side of Denison Street, north of Brockley Street (10m 'No Stopping' zone).
- The western side of Denison Street, south of Brockley Street (10m 'No Stopping' zone).

The proposal is shown on the following plan:

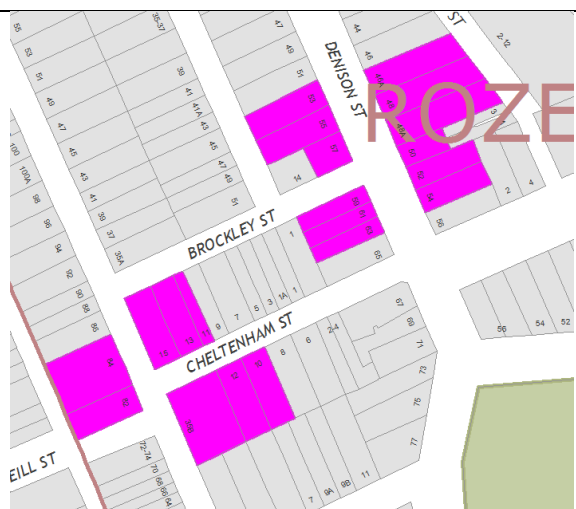


Note, the section of Foucart Street between Easton Street and Brockley Street is too narrow for parking on both sides of the street. There is currently only parking on the western side and therefore 'No Stopping' zones are not required on the eastern side of Foucart Street, north and south of Cheltenham Street.

PUBLIC CONSULTATION

A letter outlining the above proposal was mailed out to the affected properties (29 properties) in Foucart Street, Denison Street, and Cheltenham Street.

Five responses was received, four in support and one in objection to the proposal.



Residents' Comments	Officer Comments
<p>I support the proposal. However, I would request that it be extended to implement time restricted parking along Denison Street (south of Evans Street to Lilyfield Road). Currently, the unrestricted parking along the previously mentioned section of Denison Street presents significant difficulties in</p>	<p><i>Council requires a minimum of three residents from the street requesting Resident Parking scheme (RPS) to trigger investigation of a scheme. The request will be considered as one out of the three requests for a Resident Parking Scheme in Denison Street (between Evans Street and</i></p>

relation to resident parking availability.	<i>Lilyfield Road).</i>
This is a well needed proposal. Pulling out of Brockley Street onto Denison Street can at the moment be very dangerous.	<i>The proposed 'No Stopping' restrictions are intended to improve sight distance and manoeuvring at the subject intersection.</i>
The 'No Stopping' zones in Denison at the Brockley Street intersection are vital as for sight lines. The north eastern side of Denison Street at Alfred Street is also a blind spot.	<i>The intersection of Denison Street and Alfred Street can be investigated separately.</i>
Parking is difficult in Denison Street. Line-marking will achieve the aim of ensuring vehicles do not encroach on the intersection with council enforcement. 'No Stopping' signage is not required and 10 metres is excessive for line of sight.	<i>It is illegal to park within 10 metres of an intersection without traffic lights, unless a parking control sign applies indicating that the driver is permitted to park.</i> <i>The 'No Stopping' zones provide improved safety for pedestrians and drivers.</i>
Despite the fact it removes another 2 car parking spaces from an already unbelievably congested car parking area, I agree with your proposal. The current 20km/h sign in Denison Street does not slow down traffic. What can be done to help reduce traffic volumes/ speeding in Denison Street.	<i>The proposed 'No Stopping' restrictions are intended to improve sight distance and manoeuvring at the subject intersection.</i> <i>Denison Street has a 50km/h restriction. There is an advisory speed (25km/h) sign at the speed hump in Denison Street. Previous traffic surveys of Denison Street have indicated speed levels were acceptable.</i>

CONCLUSION

Nil.

ATTACHMENTS

Nil.

Item No: LTC1218 Item 7

Subject: Croydon Road, Croydon - Proposed Pedestrian and Traffic Calming treatments. (Leichhardt Ward/Strathfield Electorate/Burwood PAC)

Prepared By: Boris Muha - Engineer – Traffic and Parking Services

Authorised By: John Stephens - Traffic and Transport Services Manager

SUMMARY

The Traffic Committee at its meeting held on 6 November 2018 deferred an item on the 'Proposed pedestrian and traffic calming treatments' along Croydon Road, Croydon (inclusive of proposed improvements to the intersection of Church Street and Croydon Road) for further investigation.

Council's at its meeting on the 22 May 2018 adopted the recommendation of the Local Traffic Committee meeting of 1 May 2018 to support in principle to pursue various conceptual traffic facility proposals, for pedestrian and road safety improvements along Croydon Road from Elizabeth Street to Parramatta Road, Croydon, subject to further detail design and resident consultation. The treatments are proposed at intersections in effort to minimise the impact on parking.

This report provides consultation feedback from the community on the various traffic facilities proposed along Croydon Road, exclusive of the proposed improvement works at the intersection of Croydon Road and Church Street which is being reported separately to the Committee.

In relation to this report, from approximately 2200 consultation letters sent out to the residents of the Croydon/Ashfield area bounded by Parramatta Road to the north, Frederick Street to the east, Elizabeth Street to the south and the Burwood/Inner West Council boundary, 75 submissions were received representing around a 3.5% response rate of overall area surveyed. The majority of residents supported the proposals developed by Council under this report.

It is recommended to proceed to detail design on the various treatments along Croydon Road, with further consultation to be undertaken with the affected residents at each location.

RECOMMENDATION

THAT:

1. The report be received and noted;
2. The following proposed treatments as listed below be approved in principle subject to detailed design and further consultation with affected residents at each location:
 - a) Provide a speed cushion in Croydon Road on the approach to Elizabeth Street (Figure 2-Location 1);
 - b) Widen the north-west corner of Anthony Street and Croydon Road, provide a refuge facility in Croydon Road south of Anthony Street, and speed cushion in Croydon Road north of Anthony Street (Figure 3-Location 2);

-
- c) Provide kerb-blisters in Edwin Street North at the intersection to Anthony Street (Figure 4-Location 3);
 - d) Remove the horizontal deflection device and replace it with a pedestrian refuge island facility in Croydon Road between Kenilworth Street and Gregory Avenue, and provide speed cushions in Croydon Road on both approaches to Kenilworth Street and Gregory Avenue (Figure 5- Location 4);
 - e) Provide a pedestrian refuge in Croydon Road between Ranger Road and John Street, and a 10 metre length double white centreline in John Street at the approach to Croydon Road (Figure 6-Location 5);
 - f) Provide a pedestrian refuge opening in the splitter island in Croydon Road, north of the roundabout intersection with Church Street, and provide a speed cushion in Croydon Road on the southern end approach to Queen Street (Figure 7-Location 6);
 - g) Provide short length painted double white centre lines in Bay Street at the approach to Croydon Road, and in Croydon Road south of Bay Street (Figure 8-Location 8); and
 - h) Provide a central median island in Dalmar Street at Croydon Road (Figure 9-Location 9);
- 3. The existing 'No Stopping' restriction on the western side of Elizabeth Street be extended by 2-3m from 10m to a distance of approx. 12-13m north of Croydon Road;
 - 4. A 'No Stopping' restriction on the eastern side of Elizabeth Street be installed at a distance of approx. 12-13m north of Croydon Road; and
 - 5. 'No Stopping' restrictions be installed in Anthony Street for a distance of 5 metres west and 7 metres east of the laneway, between Edwin Street and Croydon Road.
-

BACKGROUND

The Traffic Committee report of 1 May 2018 was provided in update to a response to a Council resolution dealing with a Notice of Motion C1017 Item 14 – Pedestrian safety on Croydon Road, Croydon at the Council meeting on 12 October 2017, and subsequent to an on-site meeting with residents conducted on 7 December 2017. This report can be viewed and downloaded from the council website link <https://innerwest.infocouncil.biz/>

The Traffic Committee report of 1 May 2018 (in summary) evaluated traffic survey data collected on speeding, vehicle volumes, pedestrian vs volume counts (for pedestrian crossing warrants), accidents, and examined, if required, measures to improve the safety of school children, pedestrians and motorists along Croydon Road.

The analysis of results apart from traffic volumes, showed speeding and accidents (in the last five years) to be low along Croydon Road. Pedestrian numbers crossing at various locations along Croydon Road and side streets to Croydon Road were below that required to warrant a pedestrian crossing. No pedestrian accidents have occurred along Croydon Road in the last five years. As an outcome of the data collection and analysis of the data, the results did not normally support additional traffic calming measures and major pedestrian facility works in the area, at the present moment, with the exception to only place a speed hump device in Croydon Road, north of Church Street.

However, it was considered that providing pedestrian cross over points along Croydon Road would be beneficial to enhance pedestrian safety and provide a link to destinations either side of Croydon Road. With reference made to the Ashfield Pedestrian Access and Mobility Plan (PAMP) and the Former Ashfield Local Government Area Traffic Management Strategy (ATMS), conceptual (major) traffic facility works (inclusive of pedestrian and traffic calming improvements) were recommended. Support in principal was sought for these proposals, subject to detailed design investigation and resident consultation.

Council at its meeting on the 22 May 2018 resolved to adopt the recommendation of the Local Traffic Committee on the 1 May 2018 as follows:

THAT:

1. *The report be received and noted;*
2. *That support in principal be granted for Council to pursue the following conceptual traffic facility proposals, subject to further detail design and resident consultation:*
 - (a) *Provide a speed cushion in Croydon Road on the approach to Elizabeth Street;*
 - (b) *Widen the north-west corner of Anthony Street and Croydon Road, provide a refuge facility in Croydon Road south of Anthony Street, and speed cushion in Croydon Road north of Anthony Street;*
 - (c) *Provide kerb-blisters in Edwin Street North at the intersection to Anthony Street;*
 - (d) *Remove the horizontal deflection device and replace it with a pedestrian refuge island facility in Croydon Road between Kenilworth Street and Gregory Avenue, and provide speed cushions in Croydon Road on both approaches to Kenilworth Street and Gregory Avenue;*
 - (e) *Provide a pedestrian refuge in Croydon Road between Ranger Road and John Street, and a central median-island with an at-grade entry threshold treatment in John Street at the intersection with Croydon Road;*
 - (f) *Provide a pedestrian refuge opening in the splitter island in Croydon Road, north of the roundabout intersection with Church Street, and provide a speed cushion in Croydon Road on the southern end approach to Queen Street;*
 - (g) *Provide short length painted double white centre lines in Bay Street at the approach to Croydon Road, and in Croydon Road south of Bay Street. Also provide an at-grade entry threshold treatment in Bay Street at the intersection of Croydon Road; and*
 - i) *Provide a central median island in Dalmar Street at Croydon Road.*
3. *Give-way signs and markings (if not existing) be provided to all side road intersections to Croydon Road, and that short length double white centrelines be painted in Croydon Road in approaches to both Dalmar Street and Bay Street;*
4. *An audit be undertaken on the existing conditions of line making and signposting, and that maintenance be undertaken to remark any line marking and relocate/replace faded or missing signage;*
5. *Existing pram ramps be investigated for upgrade where required, and ramps be included/upgraded where required in line with the above works (item 2) on side street intersections to Croydon Road; and*
6. *Piano key markings on speed humps be remarked where required and provide or remark pedestrian prohibited (symbolic) markings on certain (or wider platform) speed humps along Croydon Road.*

FINANCIAL IMPLICATIONS

The Pedestrian Access & Mobility Plan and the Ashfield Traffic Management Strategy developed by the former Ashfield Council identified and prioritised traffic facility and pedestrian

works across the former Ashfield LGA. Both strategies recommended investigation of works in Croydon Road for traffic calming and improved pedestrian access.

The current draft capital works program forecasts a budget of \$225,000 in 2019/20 for traffic calming works in Croydon Rd.

Works ultimately identified which are in excess of these forecast budgets will need to be prioritised within the forward capital programs against other competing priorities for traffic facility improvements.

OTHER STAFF COMMENTS

This report describes and evaluates consultation feedback from the community on the various traffic facility proposals along Croydon Road as recommended in part 2 of the Local Traffic Committee meeting held on 1 May 2018.

All other recommended points on the report by the Local Traffic Committee 1 May 2018 will be carried out either under a separate maintenance program or in line with the traffic facility proposals within this report.

Existing condition/description of Croydon Road.

Croydon Road is classified as a collector road with traffic volumes ranging from 4800-9500 vehicles per day. Unrestricted parking exists to both sides of the road. The road measures approximately 10.1 metres in width kerb to kerb. Existing speed hump devices are currently positioned along Croydon Road at various distances apart from 60-200 metres. Roundabouts exist at the intersections of Anthony Street and Queen Street. All other side street are classified local roads with low to moderate traffic volumes ranging from 320-5300 vehicles per day, with unrestricted parking on both sides of the street, and Give-Way or STOP controls at the intersections to Croydon Road.

Survey Investigations.

Survey information regarding traffic and speed counts, pedestrian-volume count and accident statistics along Croydon Road together with RMS warrant criteria for Pedestrian marked (zebra) foot-crossings were provided in the report to the Local Traffic Committee meeting dated 1 May 2018.

(Pedestrian-volume counts)

The RMS warrant criteria for pedestrian marked (zebra) foot-crossings are shown again below to assist in the following discussions.

WARRANTS FOR A (ZEBRA) MARKED FOOTCROSSING.

Under the Guide to Traffic Management – Part 6 (Austroads,2013), the RMS practice for numerical warrants for Pedestrian (Zebra) Crossings area as follows:

i) Normal Warrant:

A pedestrian (Zebra) Crossing is warranted where:-

In each of three separate one hour periods in a typical day

- (a) the pedestrian flow per hour (P) crossing the road is greater than or equal to 30 AND
- (b) the vehicular flow per hour (V) through the site is greater than or equal to 500 AND
- (c) the product PV is greater than or equal to 60,000

ii) Reduced Warrant for sites used predominantly by children and by aged or impaired pedestrians.

If the crossing is used predominantly by school children, and in two counts of one hour duration immediately before and after school hours:-

- (a) $P \geq 30$ AND (b) $V \geq 200$

A pedestrian (Zebra) Crossing may be installed.

If at least 50% of pedestrians using the crossing are aged or impaired and for each three one hour periods in a typical day

- (a) $P \geq 30$ AND (b) $V \geq 200$ AND (c) $PV \geq 60,000$

A pedestrian (Zebra) Crossing may be installed

iii) Special Warrant:

In certain circumstances where:-

- (a) $PV \geq 45,000$ (but less than 60,000) AND (b) $P \geq 30$ AND (c) $V \geq 500$

Pedestrian surveys were thoroughly carried out at various locations along Croydon Road (including that of the Croydon and Church Street intersection) at representative week days to consider all forms of warrants. In reference to the warrant criteria, review of the results confer that although the traffic volumes are high to justify the (V) value under certain warrants above, the pedestrian volumes fall under the (P) requirement of 30 or more pedestrians in a given hour needing to cross the road at any of the concentrated locations to justify all warrants. In view of this, no warrant can be made to require the installation of a pedestrian marked (zebra) foot crossing either in Croydon Road or the side streets.

Further pedestrian counts were carried out under a Councillor request at the intersection of Queen Street and Croydon Road on differing dates pertaining to sporting activities i.e. on a Wednesday (8 August 2018) and a Saturday (11 August 2018) near to Centenary Park. Higher pedestrian counts were registered over 30 on an isolated morning, afternoon and midday hour occasion on the two separate days.

Subsequent inspection at the intersection of Queen Street and Croydon Road on the Wednesday and Saturday revealed that the high pedestrian numbers were either irregular on occasion of sporting or other activity, or that high school students were observed attending the Park and crossing the road on the Wednesday during midday. The high pedestrian numbers are not considered consistent through the day. Other hours of the day, the pedestrian volumes

are considered low, or that the corresponding traffic volumes at these times are low not to justify normal or special warrant for a (zebra) marked foot-crossing at the intersection. A reduced warrant cannot be justified in this situation with insufficient number of school children registered in crossing the road in the hour before and after school.

(Speed Counts)

Traffic counts along Croydon Road were placed between traffic devices measuring over 100m in length or in midblock street sections to obtain optimum speed counts. The results identify that the 85th percentile speeds along Croydon Road, are relatively low, typically between, 36-50km/h or within tolerance of the 50 km/h speed limit. The average (mean) speed ranged from 30-42 km/h.

(Accident statistics)

Available and recorded accidents and Police information in update on the area over the last 6 years from June 2012 to date revealed that some 18 accidents had occurred along Croydon Road, between Parramatta Road and Elizabeth Street.

Of the 18 crashes:

- 3 occurred in wet conditions and 15 in dry conditions;
- 14 occurred during the day and 4 during the night / hours of darkness;
- The crash types / cause codes indicated 2 crashes involved vehicles veering left off road hitting an object, 1 was due to a vehicle hitting a temporary object on the road, 4 were cross traffic related, 1 lane side swipe, 5 Rear end, 1 manoeuvre from footpath, 4 right and or left movements from intersections.
- Accidents were mainly non-injury, minor or moderate. 1 accident was of serious injury and fatigue related.
- No fatal crashes were recorded.
- No Pedestrian accidents have occurred along Croydon Road or the side streets to the intersection of Croydon Road in the last six (6) years.

The accident history in the area is considered low, and is mainly based on motorists failing to give-way or not execute movements or travel on the correct side of the road.

Reason for proposed treatments

The analysis of results apart from traffic volumes, showed speeding and accidents (in the last 6 years) to be low along Croydon Road.

Pedestrian numbers crossing at various locations along Croydon Road and side streets to Croydon Road were below that required to warrant a pedestrian crossing. In the few occasions they appeared high, these were considered in insolation, irregular or non-consistent (and lower in other occasions) throughout the day and did not justify warrant of a pedestrian crossing. No pedestrian accidents have occurred along Croydon Road in the last 6 years in update to the information provided last at the Traffic Committee meeting of 1 May 2018.

Generally pedestrian movements along Croydon Road are wide spread with no real strong desire lines. Pedestrians tend to cross over Croydon Road with caution and at locations where traffic speeds are low or where traffic control devices are present (e.g. near roundabouts).

However, it is recognised that added pedestrian cross over points along Croydon Road would be beneficial to enhance pedestrian safety and provide a link to destinations either side of Croydon Road. With reference made to the Ashfield Pedestrian Access and Mobility Plan (PAMP) and the Former Ashfield Local Government Area Traffic Management Strategy (ATMS), various conceptual (major) traffic facility works along Croydon Road are

recommended to enhance pedestrian safety and further provide for traffic calming near intersections.

Failing the warrant of pedestrian crossing, alternate facilities are proposed for pedestrian amenity in the form of pedestrian refuge islands or kerb extension/blister treatment. Pedestrian refuge facilities are raised islands with gaps or opening to allow pedestrians to stand within the island whilst crossing in two stages. Kerb extension/blister treatments allow pedestrians to cross at a narrower width of road. These are not pedestrian crossings, and pedestrians are required to give-way to traffic.

It is not to say that these facilities may encourage the concentration of pedestrians to cross the road at one point and consideration may latter be given to re-examine the warrants, and determine if the facilities can be upgraded to crossings based on the warrants and subject to other RMS/Austroad/Engineering practice criteria on the installation of crossings.

Speed cushions are proposed near intersections under the recommendation of the ATMS to avoid crashes with vehicles from the adjacent direction of the intersection.

Location and description of treatments.

The various conceptual traffic facility treatments along Croydon Road, together with the 2 optional draft detailed concept plan treatments for the intersection of Croydon Road and Church Street (to be discussed under separate report) are shown on the following location map (Figure 1) with a brief details of the works.

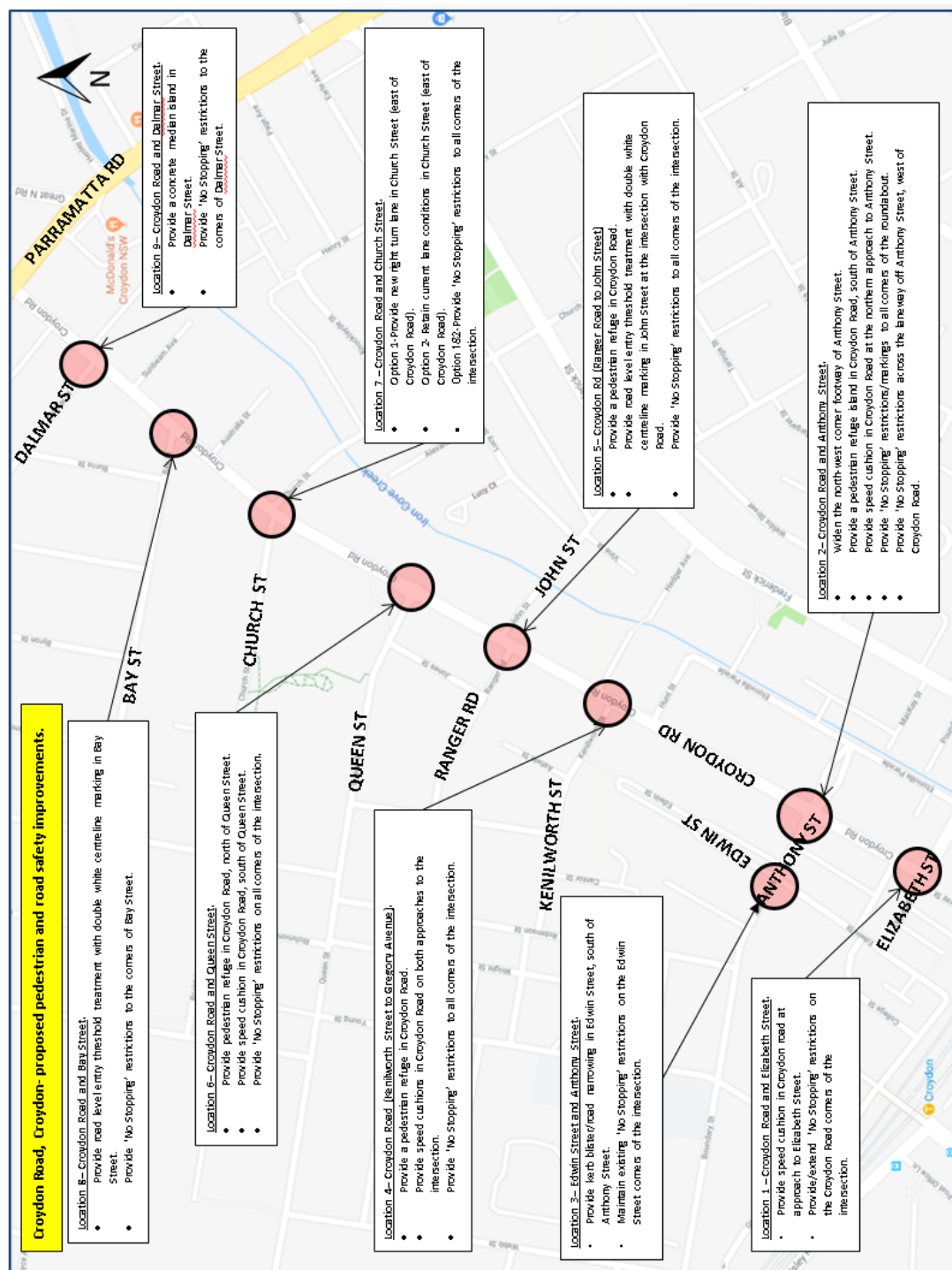


Figure 1- Locality plan showing proposed treatments to intersections along Croydon Road, Croydon, as provided for under the consultation letter shown as Attachment 1.

The following diagrams and plans provide the conceptual design treatments for the intersections along Croydon Road, in reference to the Locality Plan (Figure 1), commencing from Elizabeth Street and heading towards Parramatta Road.

Associated 'No Stopping' restrictions to corners or length of road as required for visibility, vehicle manoeuvre, and hazard prevention around various intersections are also shown on these diagrams and plans.

The subject proposed works are chosen at intersections to minimise the impact on parking. Consideration was given to utilising the statutory distance to corners, existing No Stopping zones, and/ or consider the general parking as practiced away from the corners in light of vehicle movement around the intersections. The safe view of pedestrians in the proposals of

providing pedestrian refuges require 'No Stopping' restrictions at lengths associated in the implementation of pedestrian refuges under RMS technical directions.

A residential statistical feedback analysis (relative to each location) is provided here and any specific concerns are raised and addressed for each location.

General analysis and responses or other comments are tabled and addressed in the 'Public Consultation' section of this report. The extend on consultation with the issue of approximately 2200 letters is shown on the 'Consultation Map Area' (Figure 10) in the 'Public Consultation' section of the report. 75 household submissions were received identifying a 3.5 % response rate.

Note: Any proposals recommended to proceed to final design shall be subject to further investigation in confirming vehicle turning movements and the feasibility of providing such treatments to the intersections under detail survey.

Figure 2. Location 1- Provision of a speed cushion in Croydon Road in approach to Elizabeth Street.



This treatment of a speed cushion in Croydon Road at the approach to Elizabeth Street is recommended under the ATMS to avoid crashes with vehicles from the adjacent direction of the intersection.

The provision or extension of 'No Stopping' restrictions at the corners of Croydon Road at Elizabeth Street, resolves a vehicular manoeuvre and hazard issue around the central median island in Croydon Road. This was raised at the community meeting and/or separately by residents.

Overall from 75 households, 39 households (52%) provided support on the proposal, with 18 (24%) in non-support and 18 (24%) undecided/providing no answer/no specific comment on the proposal in question.

Community response.

In a 200m local radius of the intersection, (6) households (60%) provided support on the proposal, with 4 (40%) in non-support and 0 (0%) undecided/providing no answer/no specific comment on the proposal in question.

In a 100m radius, (1) household was in support. (4) households were in non-support with general concern to loss of parking and/or the concern to providing a speed cushion at the location. These comments are in turn addressed below.

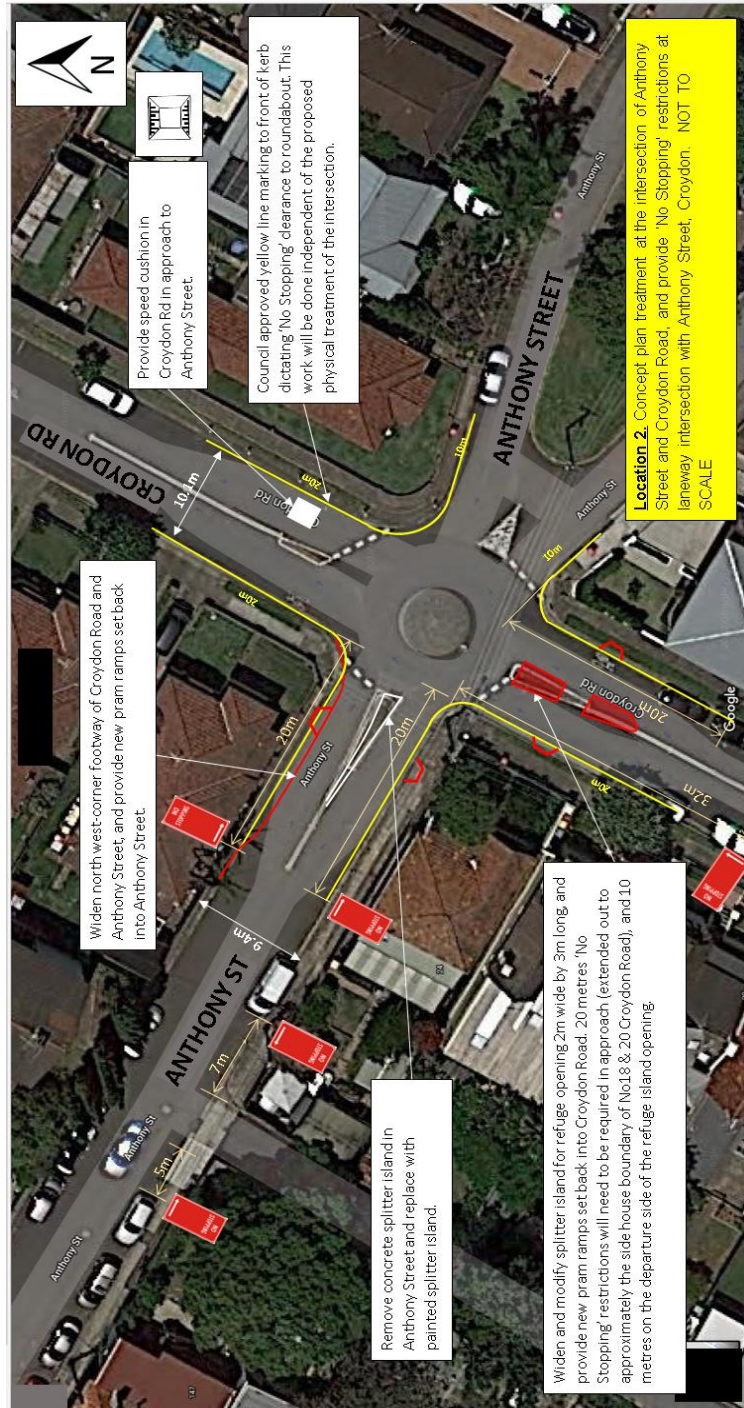
The comments or key points in non-support, specific to the proposal, as raised from all submissions, are shown below with the Council officer response. All other general comments are addressed under 'Public Consultation'.

Specific comments or key points in non-support for Location 1.	Officer Response
<p>Loss of parking for residents and customers to shops and commercial premises.</p> <p>Loss of parking is adjacent to Elizabeth Street and this is a business precinct which is growing. Due to this it will make it even harder for the residents to park on street.</p>	<p>In this particular situation, consideration will be made to lower the No Stopping distance down to 12-13 metres on both sides of the road to minimise parking loss whilst providing adequate distance from the intersection for the safe passage of traffic.</p>
<p>Increasing 'No Stopping' will have impact on residents. Hard to get parking on the street as many houses do not have parking within the property.</p> <p>Can residents be issued with permits? Parking is taken up by commuters denying residents the opportunity to park on-street.</p> <p>No decreasing the size of Croydon Road should occur at all.</p>	<p>See above.</p> <p>Council will be investigating as Resident Parking Scheme in the area.</p> <p>No intention is to decrease the size of Croydon Road under this proposal.</p>
<p>Agree to 'No Stopping' restrictions, but object or consider the speed cushion not to be</p>	<p>The speed cushion is recommended under the ATMS to avoid crashes with vehicles</p>

necessary as vehicles slowdown in approach to the intersection, or that a speed hump/cushion already exists some close distance back in Croydon Road.	from the adjacent direction of the intersection. The existing speed hump is some 90 metres back, and the proposed speed cushion reinforces speed reduction at this major intersection.
Do not support cushioning. Do not support extension of No Parking restrictions.	Noted as general non-support to proposal. Reasons for treatment are explained in the report above.

Outcome: General local community support is provided on the proposal. It is recommended that the proposal proceed to final design and consult with the affected residents in the intersection area of the proposed works.

Figure 3. Location 2- Widen the north-west corner of Anthony Street and Croydon Road, and provide a refuge facility in Croydon Road, south of Anthony Street, and provide a speed cushion in Croydon Road on the northern end approach to Anthony Street.



The proposal allows for pedestrians to safely and properly cross at the roundabout. The PAMP recommends improved pedestrian-pram ramp facilities at these locations.

A speed cushion is proposed in Croydon Road at the northern end approach to Anthony Street in line with the ATMS recommendation to avoid crashes with vehicles from the adjacent direction of the intersection. No speed cushion is proposed in Croydon Road south of Anthony Street, as a speed hump already exists in the near vicinity to slow vehicles down on the southern end approach to the roundabout.

'No Stopping' restrictions, as part of this proposal, would be placed in Anthony Street 5.0 metres west and 7.0 metres east of the private laneway off Anthony Street to improve sight line and access. The laneway is located on the southern side of Anthony Street, west of Croydon Road. The request for 'No Stopping' was raised by residents at the on-site meeting held on the 7 December 2017.

Solid yellow line marking around all corners of the intersection of Anthony Street and Croydon Road will be placed independent and prior of any proposed physical traffic facility works. Residents have advised that vehicles regularly park too close to the intersection, which restricts available sightlines and turning paths for motorists, particularly for motorists which need to turn west into Anthony Street from Croydon Road.

This solid yellow line marking would also provide for improved sight view of pedestrians crossing at the intersection under the current conditions. The proposed marking distances are considered of statutory/regulatory length to allow for the safe and proper movement and sight view of vehicles turning at the intersection. The Traffic Committee at its meeting on the 6 March 2018 recommended approval of the proposal. The proposal was adopted by Council at its meeting on the 27 March 2018. Affected residents will be notified in due course on this matter prior to any action being undertaken.

Community response.

Overall from 75 households, 37 households (49%) provided support on the proposal, with 19 (26%) in non-support and 19 (25%) undecided/providing no answer/no specific comment on the proposal in question.

In a 200m local radius of the intersection, of 15 households (8) households (53%) provided support on the proposal, with 5 (34%) in non-support and 2 (13%) undecided/providing no answer/no specific comment on the proposal in question.

In a 100m radius, (1) household was in support. (1) household was in non-support of providing 'No Stopping' across the laneway off Anthony Street, and the proposed length of 'No Stopping' restriction in Anthony Street, west of Croydon Road. These comments are in turn addressed below.

The comments or key points of non-support, specific to the proposal, as raised from all submissions, are shown below with the Council officer response. All other general comments are addressed under 'Public Consultation'.

Specific comments or key points of non-support raised for Location 2.	Officer Response
To take away and turn more of the road into no stopping areas is ridiculous. Too many commuters already use Croydon Road as a place to park their car so they can catch the train to work.	'No Stopping' restrictions are only proposed at the intersection on the basis of road (pedestrian and traffic) safety, and to minimise the impact to loss of parking. A Resident Parking scheme will be

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	investigated in the area.
In the plan for location 2, the "No Stopping" restrictions across the laneway should be omitted.	The inclusion of 'No Stopping' across the laneway was raised at the request of residents at the on-site resident meeting held on the 7 December 2017.
Option 3 [assumed location 3] is the better solution, but if option 2 is pursued [assumed location 2], the parking restriction on Anthony Street west of Croydon Road should not extend beyond the painted splitter island	The 'No Stopping' distance as proposed on the western side of the Anthony Street is for the safe and proper movement of traffic, and to avoid conflict near the roundabout with parked vehicles and traffic. Anthony Street is narrower in width, west of Croydon Road.
While I support these improvements, I think it still falls short of providing a safe way for people to cross Croydon road. Still not 1 pedestrian crossing.	A thorough pedestrian survey was carried out along Croydon Road with pedestrian numbers throughout the day falling short to justify the warrant of a marked (zebra) foot-crossing under RMS guidelines. Pedestrian refuges or kerb blister/extensions are proposed as alternate treatments to improve pedestrian access at this location and other locations along Croydon Road.
Again, reject speed cushion due to existing speed management controls already in place within approximately 50 m.	The speed cushion proposed in Croydon Road, just north of Anthony Street is recommended under the ATMS to avoid crashes with vehicles from the adjacent direction of the intersection. The nearest existing speed hump in Croydon Road, north of Anthony Street, is some 120 metres back of the intersection. The proposed speed cushion ensures speed reduction at the intersection for vehicles approaching from the north along Croydon Road.
The main problem hasn't been addressed i.e. the lack of visibility for vehicles (A) travelling south-east into the roundabout and that vehicles (B) travelling north along Croydon Road do not slow down sufficiently for vehicles (A) to turn left safely. Vehicles at the other points of entry into the roundabout have clear visibility. Therefore the speed cushion is not required.	See above for reason to proposing a speed cushion in Croydon Road, north of Anthony Street. The existing speed hump in Croydon Road to the south of the intersection is some 50-60 metres. It is viewed in this instance, that high speed is not attained by vehicles traveling in the northerly direction along Croydon Road at approach to the roundabout, due the close proximity of the speed hump south of the intersection. No accident of a left/right turn nature out of Anthony Street has been recorded under available RMS accident statistics in the last 5 years.
Do support northwest footway widening. Do not support pedestrian refuge island. Do not support speed cushioning on northern approach to Anthony St. Do not support no stopping restrictions / markings on all corners of roundabout. Do not support no stopping restrictions across laneway off Anthony St west of Croydon Rd.	Noted as general non-support to proposal. Reasons for treatment are explained in the report above.
Recommend that the footway in Anthony	This is outside of the scope of works and

Street be widened all the way to Edwin Street, and adjust the central park land nature strip to the north of Anthony Street for footway pedestrian access. 'No Stopping' restriction be considered and extended on the north side of Anthony Street, east of Edwin Street to assist in 2-way vehicle movement.	may bear undesirable loss of parking. The intention at this point of time and under this proposal is to only widen out the corner on the north-western side of the intersection of Anthony Street and Croydon Road. A footway of sufficient width would be formed to build a pram ramp back into Anthony Street and improve the opportunity to cross at this location.
Opposed to widening the footpath on the NW corner of Anthony Street. Footpath is already adequate for pedestrians -already encroach on an existing narrow intersection. Support putting in a pedestrian refuge.	The intention is to extend the footpath of a short width to sufficiently build a pram ramp back into Anthony Street, but examine under final design to still provide adequate traffic movement at the intersection.
The proposal does not seem to consider the already narrow roads and the implication on through traffic. Signs at the intersection would not solve the problem which exists along the length of the narrow street, not just at the corner.	<p>The proposal only provides 'No Stopping' to the corners of the intersection for road safety reasons to improve pedestrian visibility and traffic movement at the intersection of Croydon Road.</p> <p>This proposal does not extend out to remove or modify parking within the streets or change traffic conditions for the purpose of traffic movement or diversion.</p>
The proposal sets "No Stopping" signs more than 10 metres from each intersection under consideration. Priority is being given to pedestrians without consideration of the implication to other users of Council's roads. No consideration has been given to potentially reducing the distance below 10 metres where it is safe to do so to accommodate the needs of the local residents, commuters, school parents and small business customers. Is it possible that the minimum parking distance could be less instead of more?	Apart from the laneway off Anthony Street, 'No Stopping' is set at 10 metres or more at main street intersections, particularly at the roundabouts. This is based on road safety, taking into account improved pedestrian visibility, and the safe and proper movement of traffic around the intersections.

Outcome: General local community support is provided on the proposal. It is recommended to proceed the proposal to final design and consult with the affected residents in the intersection area of the proposed works.

Figure 4. Location 3- Provide kerb-blisters in Edwin Street North at the intersection to Anthony Street.



The PAMP identifies Edwin Street North as a high pedestrian desire line to and from the railway station, and similarly it is evident there is a desire for pedestrians to travel along Anthony Street to reach the various schools west of Edwin Street North. The proposal provides the opportunity for pedestrians to cross Edwin Street North at a narrower width of the intersection with Anthony Street.

The proposed treatment is to be designed within the existing 'No Stopping' restrictions on Edwin Street.

Community response.

Overall from 75 households, 40 households (53%) provided support on the proposal, with 15 (20%) in non-support and 20 (27%) undecided/providing no answer/no specific comment on the proposal in question.

In a 200m local radius of the intersection, of (9) households (56%) provided support on the proposal, with 3 (34%) in non-support and 2 (33%) undecided/providing no answer/no specific comment on the proposal in question.

In a 100m radius, (1) household was in support. (1) household was in non-support mainly due to the proposed length of 'No Stopping' to the intersections, and that the proposal did not consider the implication of through traffic within the narrow roads. These comments have been addressed under location 2.

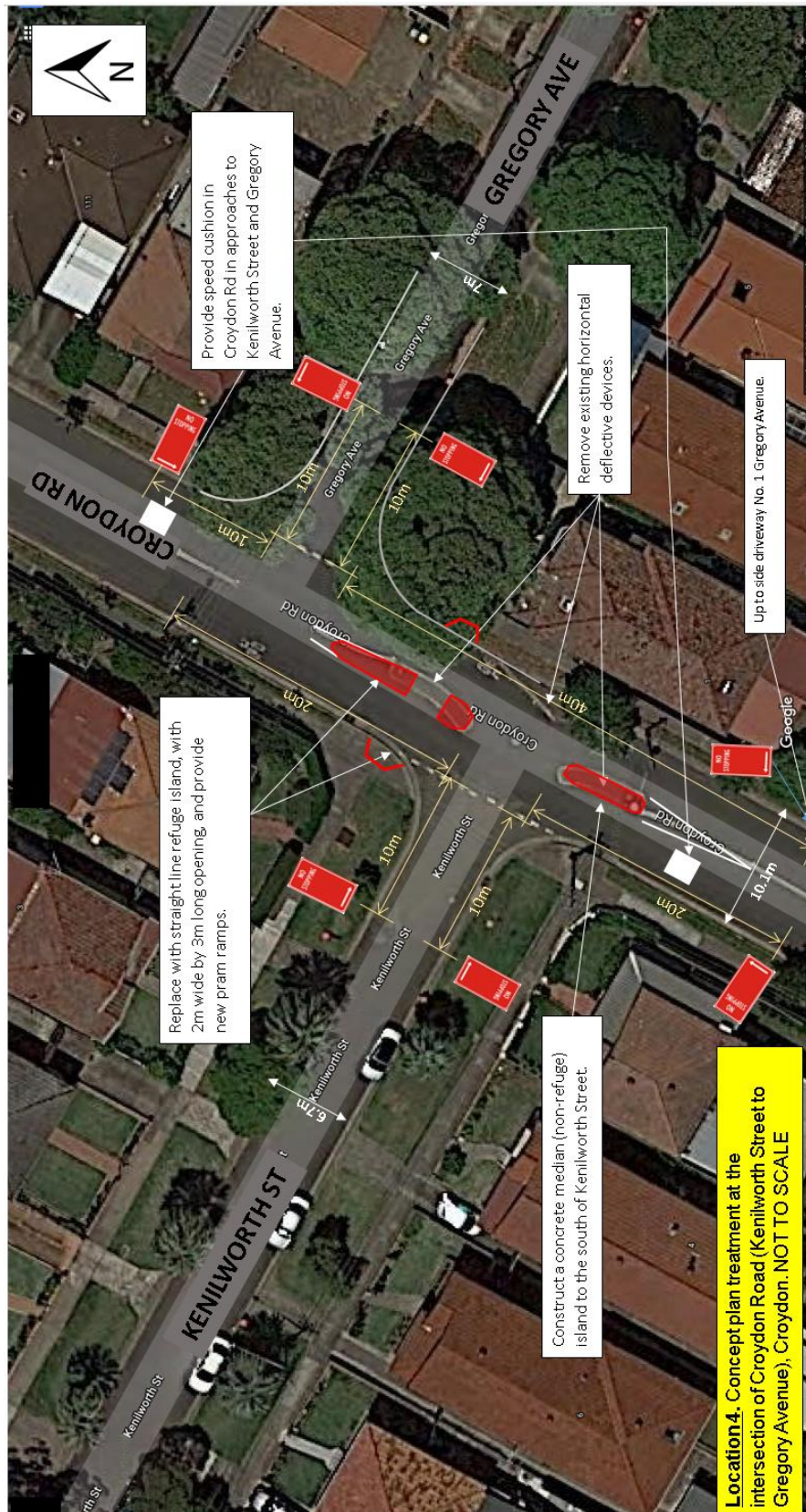
The comments or key points of non-support, specific to the proposal, as raised from all submissions, are shown below with the Council officer response. All other general comments are addressed under 'Public Consultation'.

Specific comments or key points of non-support raised for Location 3.	Officer Response
The installation of the blister islands on the western side of Edwin Street may restrict north bound traffic trying to enter Anthony Street down to a single lane. This may result in extended queues within Edwin Street in the afternoon peak when traffic around PLC extends along Anthony Street past Edwin Street.	Observation has identified that traffic generally turns left or right from the one single lane.
Do not support kerb blister / road narrowing in Edwin St. Does support maintain existing no stopping restrictions on Edwin St corners of intersection.	Noted as general non-support to proposal. Reasons for treatment is explained in the report above
A kerb blister would make an already narrow road to much harder to navigate for no benefit.	Kerb-blisters are proposed for pedestrians to cross over at a shorter distance. The kerb blister design will be subject to vehicle turning path investigation under final design.

Outcome: General local community support is provided on the proposal. It is recommended to proceed the proposal to final design and consult with the affected residents in the intersection area of the proposed works.

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Figure 5. Location 4- Removal of the horizontal deflection device and replace with a pedestrian refuge island facility in Croydon Road between Kenilworth Street and Gregory Avenue, and provide speed cushions in Croydon Road on both approach ends to Kenilworth Street and Gregory Avenue.



The PAMP identifies the need for a pedestrian- pram ramp facility at this location. Gregory Avenue is a dead end street, but a continued pedestrian access is maintained with a footbridge over the Iron Cove Creek, at the end of Gregory Avenue, to reach destinations east of Croydon Road.

Speed cushions are proposed in Croydon Road at the southern and northern approaches to Kenilworth Street and Gregory Avenue in line with the ATMS recommendation to avoid crashes with vehicles from the adjacent direction of the intersections.

Community response.

Overall from 75 households, 36 households (48%) provided support on the proposal, with 18 (24%) in non-support and 21 (28%) undecided/providing no answer/no specific comment on the proposal in question.

In a 200m local radius of the intersection, of (8) households, 5 (62%) provided support on the proposal, with 2 (25%) in non-support and 2 (13%) undecided/providing no answer/no specific comment on the proposal in question.

In a 100m radius, (3) household was in support. (1) household was undecided/providing no answer/no specific comment on the proposal in question.

The comments or key points of non-support specific to the proposal, as raised from all submissions, are shown below with the Council officer response. All other general comments are addressed under 'Public Consultation'.

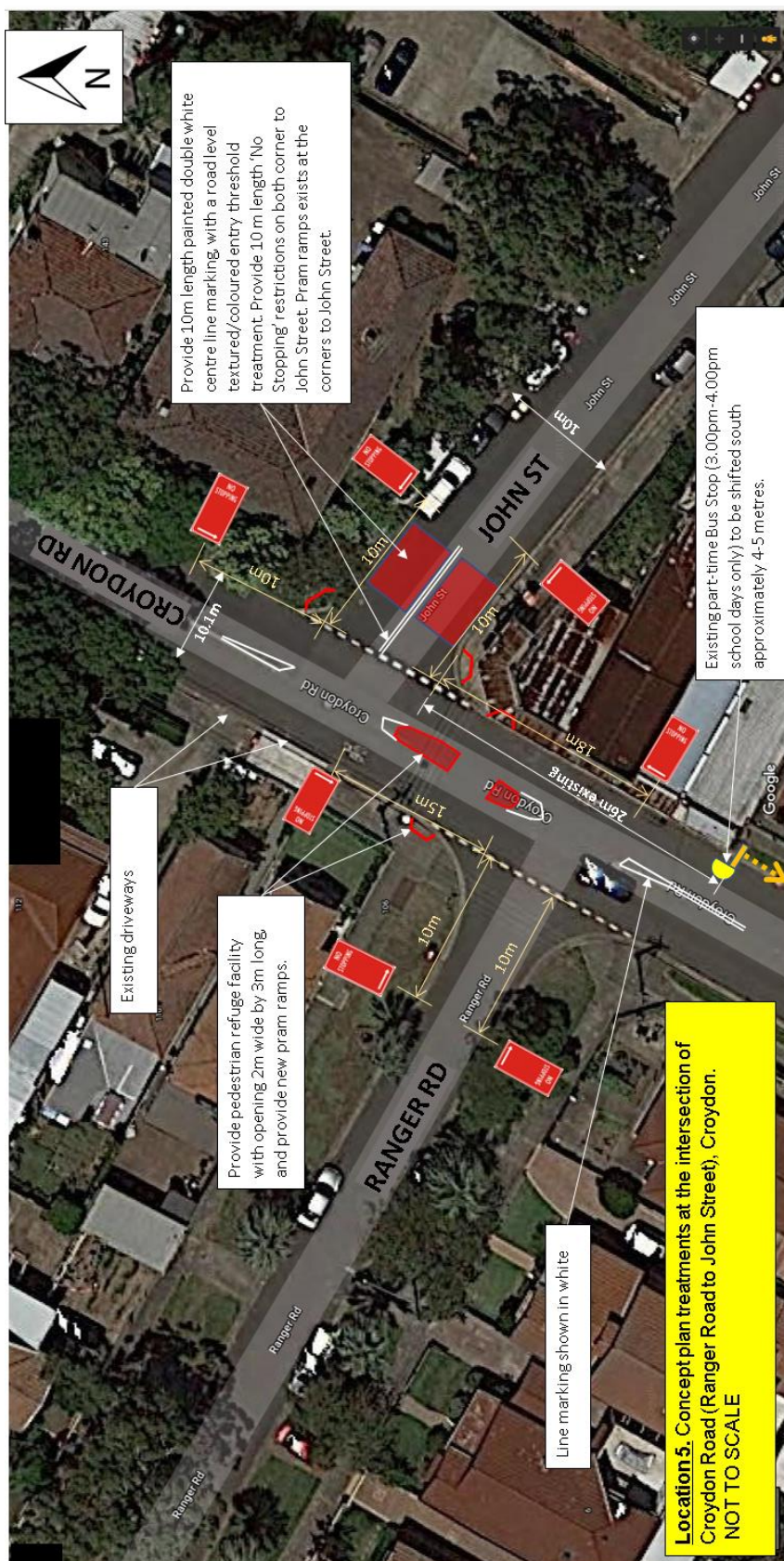
Specific comments or Key points of non-support raised for Location 4.	Officer Response
Do not support pedestrian refuge. Do not support speed cushions. Do support no stopping restrictions on all corners of intersection.	Noted as general non-support to proposal. Reasons for treatment are explained in the report above.
Can't see the need for more than an upgrade to include pram ramps. Can't see the need for speed cushions as the refuge islands necessarily necessitate vehicles driving along Croydon Road to slow down in order to manoeuvre around them.	<p>The pram ramps alone across Croydon Road are not recommended for safe pedestrian access without the support of a proposed refuge or kerb extension/blister.</p> <p>Speed cushions are proposed in Croydon Road at the southern and northern approaches to Kenilworth Street and Gregory Avenue in line with the ATMS recommendation to avoid crashes with vehicles from the adjacent direction of the intersections.</p>
There is already a pedestrian refuge at this location. There is no need for another new one. There is no need for speed cushions, as there is already kerb blisters to slow traffic down.	<p>See above for the need of speed cushions.</p> <p>The existing device is a horizontal deflection device for the purpose of traffic control at the intersection. The proposal is to replace the existing device with a straight line refuge device to provide pedestrian access and similarly provide for traffic control at the</p>

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<p>It is Burwood Council's experience that motorists take extreme measures to avoid speed cushions, including driving onto the wrong side of the road. Consideration may theretofore be given to installing a short length of median island to help prevent this practice.</p>	<p>intersection.</p> <p>Consideration will be made to move the speed cushion forward in line with the (non-refuge) median in Croydon Road, south of Kenilworth Street.</p> <p>The double white barrier centre line in Croydon Road, existing to the north of Gregory Avenue, will be extended at least another 15 metres north of the speed cushion (north of Gregory Avenue) to prevent vehicles from veering to the opposite side of the road. Raised pavement marking will be added to the centerline. This will be monitored and if necessary consideration may be made to install a short length of raised concrete median or extend speed cushion devices across the road.</p>
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Outcome: General local community support is provided on the proposal. It is recommended to proceed the proposal to final design and consult with the affected residents in the intersection area of the proposed works.

Figure 6. Location 5- Provision of a pedestrian refuge in Croydon Road between Ranger Road and John Street, and a short length double white centerline marking with an at-road grade entry threshold treatment in John Street at the intersection with Croydon Road.



Although not identified under the PAMP, there is potential to consider a pedestrian refuge at this location in Croydon Road with minimum impact to parking. The ATMS recommends a central median island with an entry threshold treatment in John Street at the intersection of Croydon Road to control speeding on approach to the intersection.

This plan was amended since last reported to the Local Traffic Committee meeting of 1 May 2018 following discussions with the Sydney Buses and Council's Waste Services on the retention of a bus stop, and waste vehicle movement at the intersection.

An existing part-time Bus stop (3.00pm-4.00pm School days only) serves for School Buses dropping school children at the location. Sydney Buses have indicated to retain the Bus stop in this location rather than remove or relocate it to another location. It is therefore proposed to shift the bus stop south of its current location approximately 4-5 metres to accommodate the proposed installation of a pedestrian refuge at the intersection.

Council's Waste Collection Services have identified that garbage trucks do and are required to turn left from John Street into Croydon Road. The inclusion of a central median in John Street at Croydon Road as initially proposed and reported to the Traffic Committee meeting of 1 May 2018, would interfere with garbage truck manoeuvre around the intersection resulting in the vehicle running over the proposed refuge in Croydon Road. The median is hence replaced with a double white centerline marking to assist in vehicle control in John Street at Croydon Road. The proposal will not reduce the effectiveness of the refuge island.

Community response.

Overall from 75 households, 40 households (53%) provided support on the proposal, with 14 (19%) in non-support and 21 (28%) undecided/providing no answer/no specific comment on the proposal in question.

In a 200m local radius of the intersection, of (7) households, 5 (57%) provided support on the proposal, with 1 (14%) in non-support and 2 (29%) undecided/providing no answer/no specific comment on the proposal in question.

In a 100m radius, (1) household was in support.

The comments or key points of non-support, specific to the proposal, as raised from all submissions, are shown below with the Council officer response. All other general comments are addressed under 'Public Consultation'.

Specific Comments or Key points of non-support raised for Location 5.	Officer Response
Suggest replacing either the location 5 or 6 pedestrian refuges with a zebra crossing. This will help school children and families (often with bikes, dogs, scooters etc) crossing to access centenary park, as well as parents with toddlers accessing the childcare centre at 195 Croydon Rd.	Pedestrian survey at these locations did not justify the warrant of a marked (zebra) foot-crossing under RMS guidelines. Pedestrian refuges are proposed at these locations to improve pedestrian access across the road. Future investigation may see to upgrade the device to a crossing, subject to warrant and other RMS/ Austroad /Engineering practice needed requirements. (response also applicable for device Location 6)
Due to the number of primary and secondary schools on the west side of Croydon Road. I believe AT LEAST one pedestrian crossing should be installed somewhere along	See above.

<p>Croydon road (maybe near Kenilworth street and/or one near the dog park as well.) During peak times the flow of traffic is constant which even with a pedestrian island makes it more likely for children to take risks to cross the road.</p>	<p>(response also applicable for device location 6)</p>
<p>Support pedestrian refuge at this location. No need for road level entry threshold. Stop sign controls traffic. Support double white lines. Support No Stopping to all corners to improve traffic flow.</p>	<p>A road level entry threshold is recommended under the ATMS.</p>

Outcome: General local community support is provided on the proposal. It is recommended to proceed the proposal to final design and consult with the affected residents in the intersection area of the proposed works.

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The PAMP identifies the need for a pedestrian- pram ramp facility at this location to reach various playground, sporting and community club services in the area.

A speed cushion is proposed in Croydon Road at the southern end approach to Queen Street in line with the ATMS recommendation to avoid crashes with vehicles from the adjacent direction of the intersection. No proposal is made to provide a speed cushion in Croydon Road on the northern end approach to the roundabout, as there is an existing speed hump in close proximity north of the intersection for speed control in approach to the roundabout.

Community response.

Overall from 75 households, 38 households (51%) provided support on the proposal, with 19 (25%) in non-support and 18 (24%) undecided/providing no answer/no specific comment on the proposal in question.

In a 200m local radius of the intersection, of (7) households, 6 (86%) provided support on the proposal, with 1 (14%) in non-support and 0 (0%) undecided/providing no answer/no specific comment on the proposal in question.

In a 100m radius, (1) household was in support.

The comments or key points of non-support, specific to the proposal, as raised from all submissions, are shown below with the Council officer response. All other general comments are addressed under 'Public Consultation'.

Specific comments or Key points of non-support for Location 6.	Officer Response
An option may also include limited parking across Croydon Road near the dog park, which would encourage patrons to park at Wests Bowling Club	Period parking restrictions along the street is not considered under this proposal. It is viewed at this point of time that adequate 'unrestricted parking' is provided on-street. The Bowling club provides adequate off-street parking. Any re-development of the Club would still require it to provide for adequate parking for its patrons.
Propose council investigate options to improve visibility of Northbound traffic on Croydon Rd when approaching the roundabout from Queen Street (Eastbound).	The proposed speed cushion in Croydon Road, south of Queen Street will assist to reduce speed of vehicles in approach to the roundabout from the south in view of the vehicles giving way in Queen Street.
There should be a speed cushion on Queen St (the west approach to the Croydon road roundabout) ensuring that those drivers slow down due to visibility restrictions of the cars on Croydon road as a result of a narrow side walk and the hedge/fence of the residence on the corner.	Vehicles are required and do slow-down on this T-side approach to the intersection in 'give-way' to the right.
Do not support pedestrian refuge in Croydon Rd north of Queen St. Do not support cushioning south of Queen St. Do support no stopping restrictions on all corners of intersection.	Noted as general non-support to proposal. Reasons for treatment is explained in the report above.

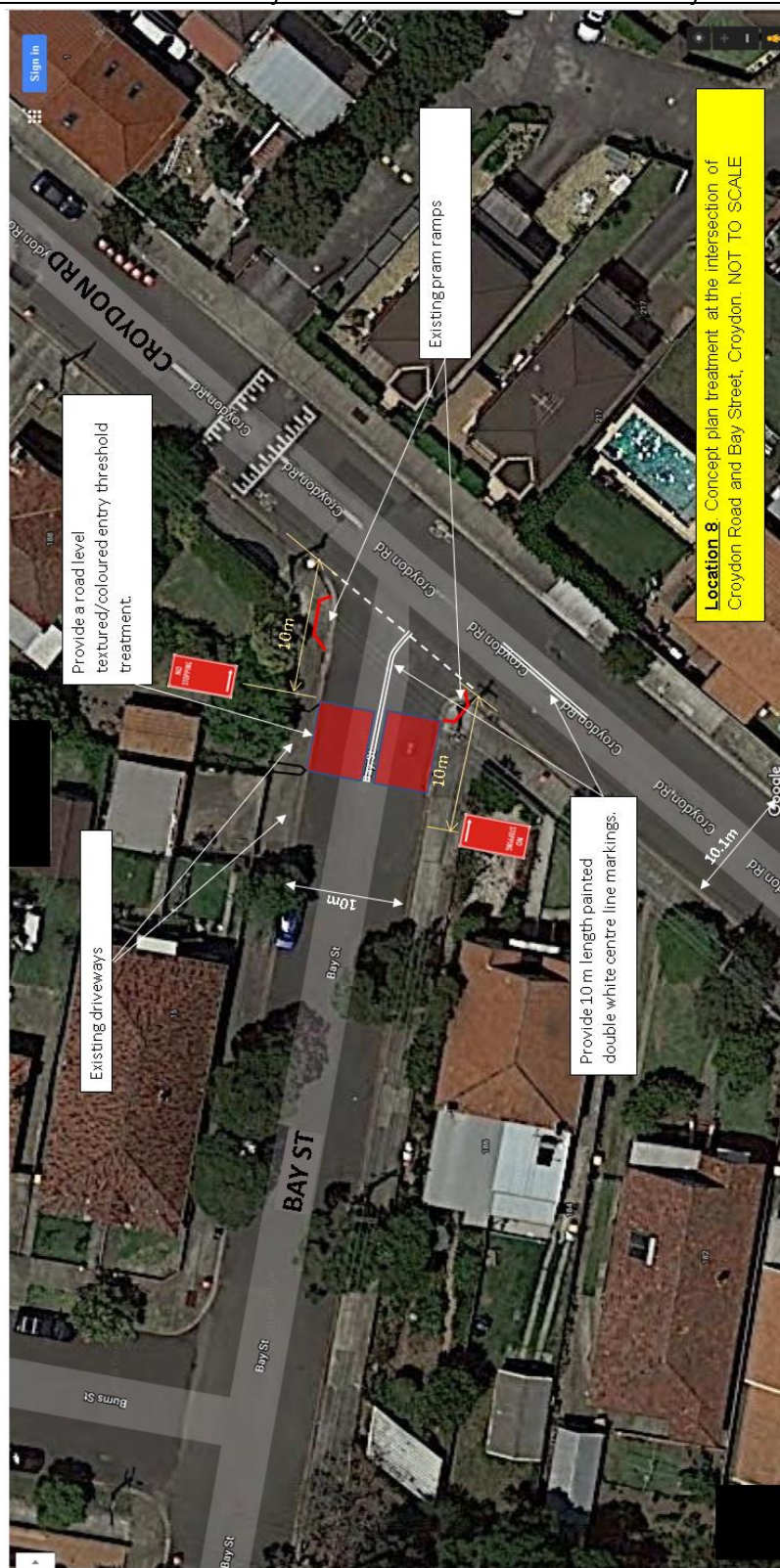
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<p>The Queen St/Croydon Rd roundabout has very poor sight coming from Queen St. cars heading east along Croydon Rd often travel at high speeds and therefore the speed cushion suggested is essential. Would it be possible also to have a 40kph sign so that vehicles should slow down?</p>	<p>The support of the speed cushion is noted.</p> <p>40 km/h zones are only provided in areas of high pedestrian activity, such as shopping centres, or at school zones. RMS would not approve 40 km/h speed zones in this situation.</p>
<p>There is already a pedestrian refuge at this location. No need for another one. No need for speed cushion on the south approach to intersection.</p>	<p>The facility in question may be the splitter island in conjunction with the roundabout, north side of Croydon Road. This will be modified with a cut opening and pram ramps installed for improved pedestrian access across the road.</p> <p>The proposed speed cushion in Croydon Road, south of Queen Street will assist to reduce speed of vehicles in approach to the roundabout from the south in view of vehicles giving way in Queen Street.</p>
<p>Proposals do not show pedestrian crossing or refuge between John Street and Church Street- this would support school children heading to Burwood Girls High, Croydon Public, and Holy Innocents schools, help to get to Bus stops in Church Street or Centennial Park. A crossing near Mini-Skool could be an ideal location.</p> <p>There should be a pedestrian island as near as possible to the Church St intersection also to make trips safer for school children and other pedestrians coming from the east side of Croydon Road.</p> <p>Please do not impact car parking which is in short supply, or take out trees which provide shelter, shade and amenity to our suburbs.</p> <p>Concern also raised trying to cross Croydon Road on foot, with pram and child-please provide pedestrian crossings in the vicinity of Church Street and John street so they align with where pedestrian approach Croydon Road.</p>	<p>Alternate pedestrian refuge devices are proposed for improved pedestrian access to these destinations, in lieu of marked foot-crossings which could not be justified under warrant of RMS guidelines.</p> <p>Future investigation may see to upgrade the device to a crossing, subject to warrant and other RMS/ Austroad /Engineering practice needed requirements.</p> <p>The proposals are at the intersections to attract/take into account differing pedestrian desire path movements and to minimise the impact to parking e.g. use of statutory 'No Stopping' distances to corners.</p> <p>The matter of an additional pedestrian facility near to Church Street is addressed under the intersection treatment of Location 7.</p> <p>The matter of removal of a tree(s) is proposed under treatment of location 7.</p>

Outcome: General local community support is provided on the proposal. It is recommended to proceed the proposal to final design and consult with the affected residents in the intersection area of the proposed works.

In relation to location 7, intersection treatment options 1 and 2 for Church Street and Croydon Road, Croydon is reported as a separate item to the Local Traffic Committee.

Figure 8. Location 8- Provide short length double white centre lines in Bay Street at the approach to Croydon Road, and in Croydon Road, south of Bay Street. Also provide an at-grade entry threshold treatment in Bay Street at the intersection of Croydon Road.



The ATMS recommends the placement of a central median island and entry threshold treatment in Bay Street for traffic control.

Under closer examination of the area, a central island would interfere with driveway access and the narrowness and acute angle of Bay Street would lead to the island being hit by vehicles turning left, or that large vehicles are likely to come out wide into the opposing traffic in Croydon Road when attempting to turn left. The provision of double white painted centrelines in Bay Street on approach to Croydon Road, together with an at-grade entry threshold treatment in this regard should be considered. Also provide a short length double white painted centreline in Croydon Road on the southern end approach to Bay Street.

Community response.

Overall from 75 households, 42 households (56%) provided support on the proposal, with 13 (17%) in non-support and 20 (27%) undecided/providing no answer/no specific comment on the proposal in question.

In a 200m local radius of the intersection, of (11) households, 7 (64%) provided support on the proposal, with 2 (18%) in non-support and 2 (18%) undecided/providing no answer/no specific comment on the proposal in question.

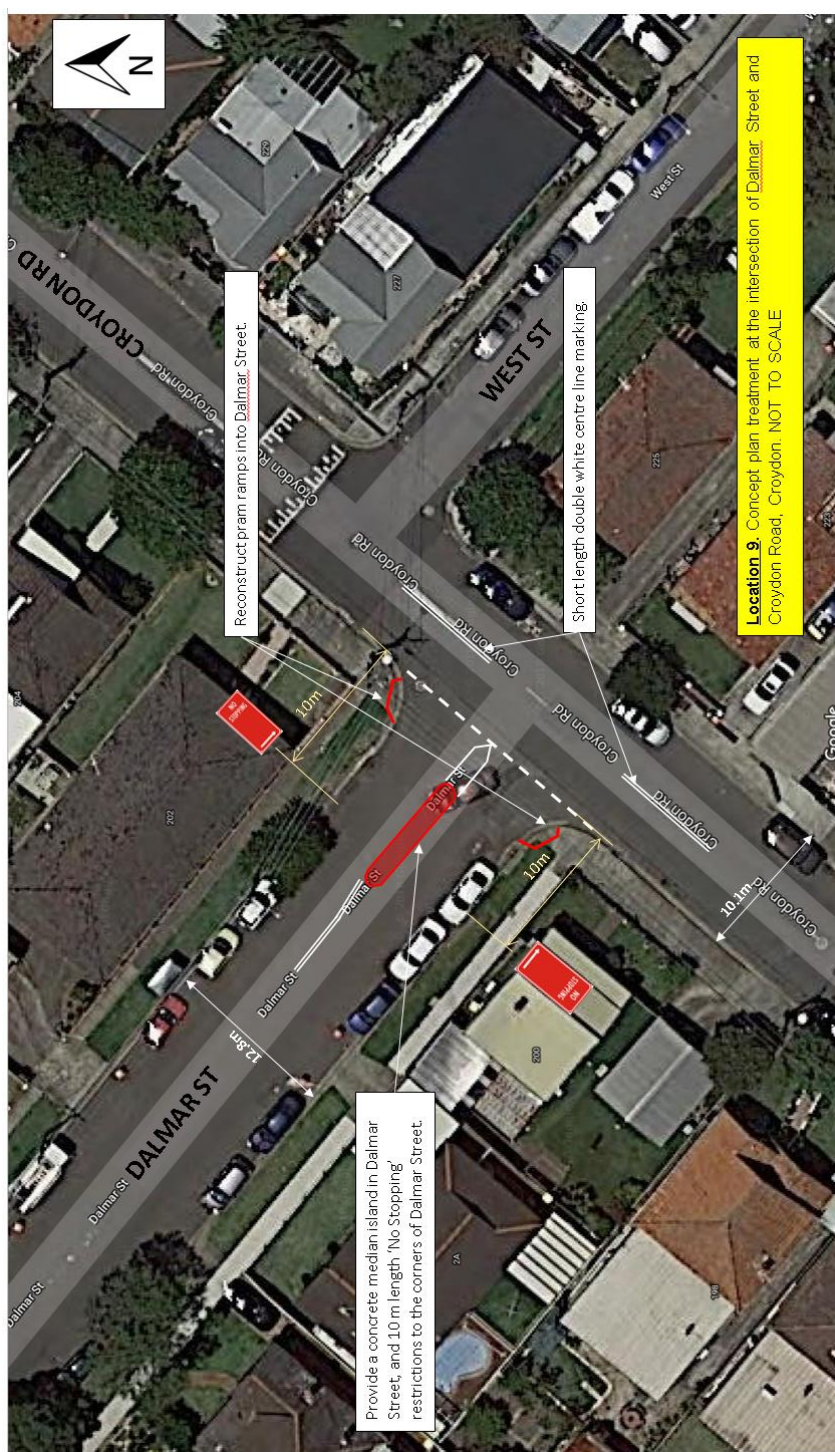
In a 100m radius, (2) household was in support.

The comments or key points of non-support, specific to the proposal, as raised from all submissions, are shown below with the Council officer response. All other general comments are addressed under 'Public Consultation'.

Specific comments Key points of objection/concerns raised for Location 8.	Officer Response
The double white centreline markings on Bay St are unfeasible due to the angle of the turn required when turning left into Bay St from Croydon Rd.	The double white line marking will assist to control and separate general vehicle movement around the intersection.
Bay St doesn't need any treatment applied neither does Dalmar St.	See above reasoning in report.
Do support road level entry threshold treatment in Bay St. Do support no stopping restrictions on corners of Bay St.	Noted on support.
No need for road level entry. There is already stop sign to control traffic. Support double white lines at this location.	Recommended under ATMS. See above reasoning in report.

Outcome: General local community support is provided on the proposal. It is recommended to proceed the proposal to final design and consult with the affected residents in the intersection area of the proposed works.

Figure 9. Location 9- Provide a central median island in Dalmar Street at Croydon Road.



The ATMS recommends the placement of a central median island in Dalmar Street for traffic control. Also the placement of short length double white painted centrelines in Croydon Road at both approaches to Dalmar Street for added traffic control at the intersection, should be considered.

Community response.

Overall from 75 households, 44 households (59%) provided support on the proposal, with 12 (16%) in non-support and 19 (25%) undecided/providing no answer/no specific comment on the proposal in question.

In a 200m local radius of the intersection, of (8) households, 6 (75%) provided support on the proposal, with 0 (0%) in non-support and 2 (25%) undecided/providing no answer/no specific comment on the proposal in question.

In a 100m radius, (6) households were in support.

The comments or key points of non-support specific to the proposal, as raised from all submissions, are shown below with the Council officer response. All other general comments are addressed under 'Public Consultation'.

Specific comments or Key points of non-support are raised for Location 9.	Officer Response
Bay St doesn't need any treatment applied neither does Dalmar St.	See above reasoning in report.
Do support concrete island in Dalmar St. Do support no stopping restrictions to corners of Dalmar St.	Noted as support.
No benefit placing an island at this location, however should be double white lines. Support 'No Stopping' to corners.	The road width allows the proposal of placing a median island in this regard for traffic manoeuvre/control around the intersection.
Support the proposal, however can an allowance be made for a full car space between the side driveway of 200 Croydon Road and the 'No Stopping' so as not to infringe into the driveway. Also request that driveway lines be placed in.	This will be considered under final design.

Outcome: General local community support is provided on the proposal. It is recommended to proceed the proposal to final design and consult with the affected residents in the intersection area of the proposed works.

PUBLIC CONSULTATION

Consultation was conducted in a broad area surrounding Croydon Road from Parramatta Road to the north, Frederick Street to the east, Elizabeth Street to the south and the boundary line between Burwood Council and Inner West Council to the west.

A letter with the attached locality map (Figure 1) was mailed out approximately to **2200** household owner/occupants in the regional area as shown on the following Consultation Area map.

Residents were invited and directed to submit answers in support or non-support of the proposed treatments along Croydon Road with comments on the 'Have you Say' survey portal line of Council's website.

Approximately **75** household submissions were received through the website portal and via email/mail. This represents a response rate of around **3.5%** of the total amount of household residents invited to comment.

A copy of the letter to the residents is shown in Attachment 1

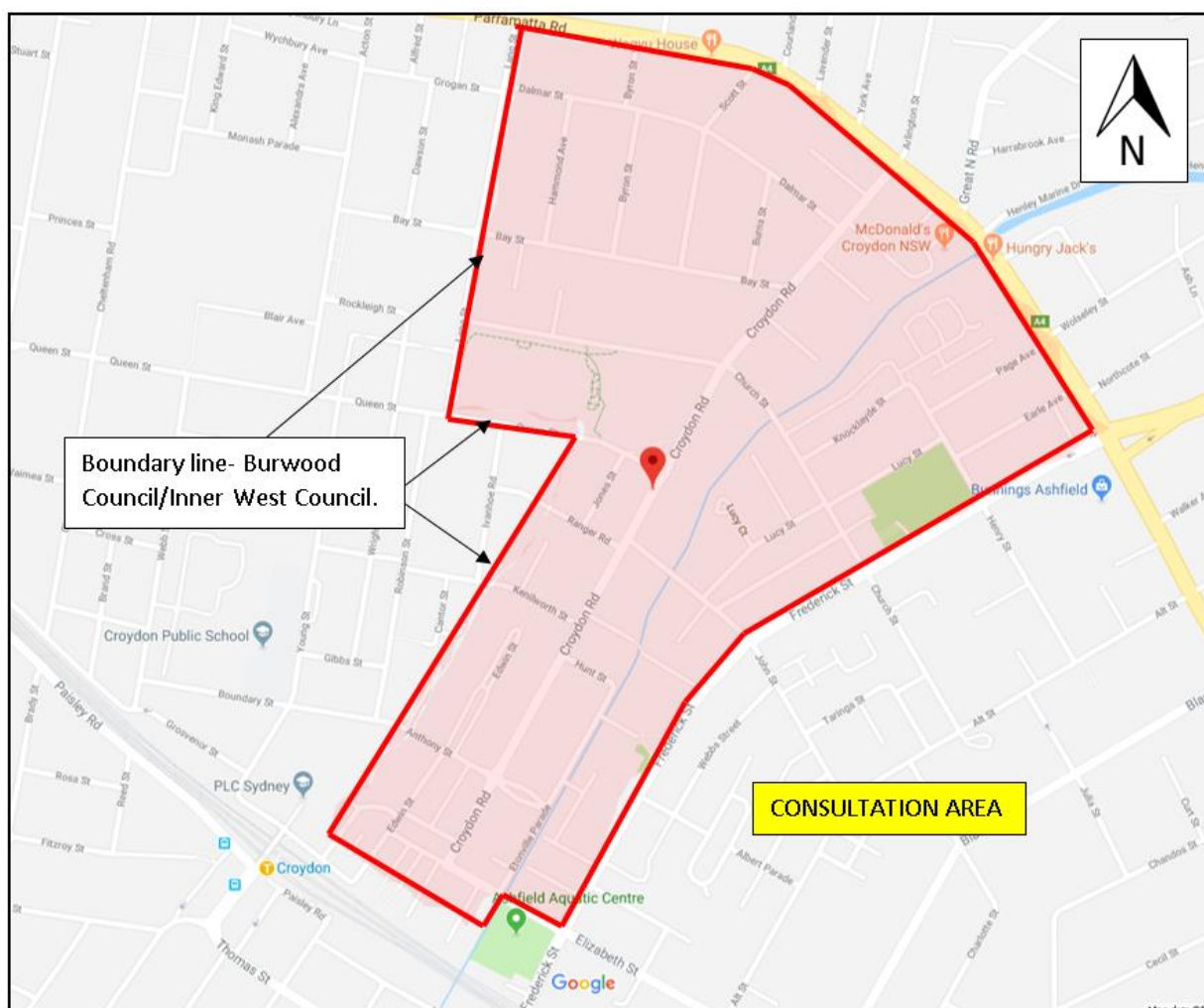


Figure 10. Locality plan showing area of consultation.

The combined survey statistical analysis on the support, non-support and undecided/no answer for all the proposals is tabled below.

Resident response -from Overall Consultation Area

Locations	1	%	2	%	3	%	4	%	5	%	6	%	8	%	9	%
Support	39	52	37	49	40	53	36	48	40	53	38	51	42	56	44	59
Non-	18	24	19	26	15	20	18	24	14	19	19	25	13	17	12	16

support																
Undecided (no answer)	18	<u>24</u>	19	<u>25</u>	20	<u>27</u>	21	<u>28</u>	21	<u>28</u>	18	<u>24</u>	20	<u>27</u>	19	<u>25</u>
TOTAL	75	<u>100</u>	75	<u>100</u>	75	<u>100</u>	75	<u>100</u>	75	<u>100</u>	75	<u>100</u>	75	<u>100</u>	75	<u>100</u>

General or other comments not specific to the proposed treatments are shown below.

(specific comments are separately shown with each figure 2-9 (locations 1-6, 8-9)).

Residents' Comments	Officer Comments
<p>In general -It still falls short of providing pedestrian crossing, a safe way for people to cross Croydon Road.</p> <p>Pedestrian refuge islands are not enough, we need actual pedestrian crossings to improve pedestrian safety.</p>	<p>As mentioned and detailed in the report a thorough pedestrian survey was carried out along Croydon Road, with a low pedestrian counts resulting in the non-warrant of a marked (zebra) foot-crossing under RMS guidelines.</p> <p>Alternate proposals are to be place in pedestrian refuges or kerb extension/blister treatments to improve pedestrian access across the road.</p>
Tell me what 'traffic calming devices' are	Traffic calming (under the definition of Wikipedia) uses physical design and other measures to improve safety for motorists, pedestrians and cyclists.
There also should be strong consideration for a change to traffic lights to add a right turn traffic light when turning right onto Parramatta Road from Croydon Road to head to the City.	This matter has been raised with the RMS on previous occasions. The RMS has advised it would not agree to this measure, as it is an additional traffic phase movement which would impose on needed and priority traffic movement along Parramatta Road.
<p>Is there a reason for West Street in Croydon not included in this improvement? Any plans in future to upgrade this street?</p> <p>West St used as thoroughfare both ways from/to BP, Parramatta Road. Enforce parking restrictions on West Street as parked vehicles reduce road width available for usage. Need a solution for volume of traffic and speed in which cars travel on this road.</p>	<p>This does not fall under the proposed scope of works.</p> <p>Appropriate restrictions are in place within the streets to assist traffic flow. No plans at this point of time are made for future upgrade of this street.</p> <p>Traffic volumes and speeds in the street are considered low. There is no recorded accident history in the street to justify any form of traffic calming measures.</p>
I would also like to suggest that the stop sign on the corner of Parramatta Road and Croydon Road be extended. In the morning at peak hour there is a car parked just after the stop sign. The bus cannot make the turn cause of that car being parked there.	The matter will be investigated separately to consider to extend the 'No Stopping' on grounds of Traffic safety.

As there are cars waiting at the lights on the other side.	
Issue not mentioned here is the way parked cars blocking the sight line of traffic travelling north on Croydon Rd, for those cars turning right on to Croydon Rd from Hunt St	At this particular intersection, 'No parking' and 'No Stopping' restrictions exist either side of the intersection from Hunt Street. Sight view is considered adequate. No accidents have been recorded at this intersection.
<p>The current No Stopping areas between Dalmar St and Parramatta Rd are also frequently insufficient for the traffic on Croydon Rd waiting to cross Parramatta Rd, especially if there is a bus stopped or approaching the bus stop.</p> <p>Can the No Stopping times (Parramatta Road to Dalmar Street) be extended or made full-time?</p> <p>Can the bus stop be moved back away from Parramatta Road?</p> <p>Suggest 'Do Not Queue across Intersection' at the intersection of Dalmar Street and Croydon Road.</p>	These matters will be separately investigated.
Please consider placing some calming device in Bay street just up the hill from Croydon road as cars come down the street towards Croydon Road very fast	The matter will be examined in reference to the Ashfield Traffic Management Study (ATMS). If required, it will be listed for investigation under a future Local Area Traffic Management (LATM) for the area.
Please also consider traffic calming and a pedestrian crossing/ refuge on Elizabeth St at Etonville Parade, as it is a long way to the pedestrian crossing at the top of the hill on Elizabeth St on Edwin St.	This is not part of the scope of works. Traffic volumes and speeding are observed to be low. Pedestrian numbers are considered low crossing Etonville Parade at Elizabeth Street. No pedestrian accidents are recorded at the intersection. No justification can be made to traffic calm or provide for crossing/refugee at the location.
Speed humps are not a reliable method of slowing traffic & can result in a vehicle becoming a danger on the roads. They are noisy for occupants living next to them. The exhaust can be damaged, resulting in unfiltered toxic emissions being constantly released into the atmosphere.	Speed cushions are generally proposed along Croydon Road. They are typically used on routes with trucks and buses to reduce noise/pollution from such vehicles. The proposed speed hump (if not speed cushions) in Croydon Road, north of Queen Street will be designed to appropriate standards to minimise noise and pollution.
Is there enough space for a motorised scooter for elderly people on the splitter islands?	The refuge opening width is 2.0 metres adequate for pedestrians with prams and motor scooters below 2.0 metres in full length (inclusive of baskets or other rear or front overhangs).
These are good steps. As residents on Croydon Road, we'd also welcome Council partnering with the NSW Government Environmental Protection Agency to monitor noise pollution from vehicles travelling on Croydon Road ('hotted up' cars) - this is frequent every day.	The NSW Environment Protection Authority (EPA) accepts reports of pollution (noise and fume emission) incidences where the EPA has direct regulatory role. Residents can ring direct on 131 555 to report of any incidences.

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Consideration making Edwin St North between the laneway to the North of the FRANS office and the Anthony Street intersection One-Way (probably Northbound)- and add 45 and/or 90 Degree rear to curb parking along the length of the One-Way section of road as means to improve condition at the intersection locations 1,2 and 3.	This is outside of the scope of the proposed works. 'One-way' traffic change is not recommended under this proposal. Traffic would be diverted to other streets and may affect resident access. The width of the road 10.1 metres kerb to kerb is considered narrow to provide for both angle parking and parallel parking opposite even with a one way system. There may not be a substantial and feasible net gain of parking.
It's impossible to respond to the proposals at Locations 1-9 with a simple Yes or No because there are aspects of each proposal that I agree with and aspects that I vehemently disagree with	Noted.
Neighbours and I are in favour of blocking Croydon Rd half way, through traffic or turning the road into a one-way street, so traffic from Parramatta Rd cannot run to Elizabeth Street. Council could kindly consider this option neighbours and I would be much appreciative.	Croydon Road is a local –collector road of high volumes used to link traffic from Parramatta Road to Elizabeth Street. The intent of this report is not to change traffic conditions. Traffic network changes to allow diversion of traffic through side streets carrying lower volume of traffic is highly not recommended.
Croydon Rd has been overwhelmed with traffic cutting through. Croydon Rd is currently being used by motorists to avoid the busy Frederick St Croydon/ Ashfield. This is a serious problem and should be addressed as a priority.	See Above.
More handicap and pram friendly curbs need to be created (such as on Anthony St and Edwin St). Please do not narrow Anthony St or any other street. It's already a nightmare for us to try to navigate these streets, especially with all the PLC parents waiting around during school pickup/drop off.	Pram ramps will be constructed with the proposed pedestrian cross-over facilities. Kerb blister/extension is proposed where refuge/islands cannot be reasonably accommodated for pedestrian access.
Reduce traffic using Church Street generally by spreading traffic through the neighbourhood by means of introducing a no left turn sign onto Church Street off Croydon Rd for traffic driving south.	The intention of any of these proposals is not to change traffic conditions and re-direct traffic elsewhere.
The heavier reliance of the roundabout on Croydon Street and Queen Street should also be considered to relieve the right turn congestion on Church Street by forcing traffic to turn left at the western end of Church Street and then rely on the roundabout to head north towards Parramatta Road.	The intention of any of these proposals is not to change traffic conditions and re-direct traffic elsewhere.
No more speed bumps or cushions in Croydon Road. There are too many already and, are very uncomfortable for passengers, especially those with bad backs, and other chronic painful injuries or conditions. The proposed passenger	The speed bumps or cushions are only limited in number in proposals to locations 1,2,4,6 and 7 to reduce speed in approach to these intersections. It is acknowledged there are other existing speeds humps which assist to control speeds along

islands will narrow the road + slow traffic enough.	Croydon Road.
On Church Street, drivers tend to speed down the hill from both sides not noticing the road bend at bottom of the hill near the creek at Church Street. There were three accidents we know of.	Speed counts conducted in Church Street identified speeds within tolerance of the speed limit. Requests have been made for Police enforcement in the area.
Support the efforts to protect pedestrians, and wish it went further. Reduce residential road speed limit to 40kmh. Install more traffic calming measures on Croydon Rd including bike-friendly speed humps.	<p>40 km/h zones are only provided in areas of high pedestrian activity, such as shopping centres, or at school zones. RMS would not approve such speed zone installation in this situation.</p> <p>The proposals are considered sufficient enough for improved pedestrian and traffic calming purposes. Existing speed humps in the area assist to traffic calm along Croydon Road. Speed cushions are considered more bike friendly-can ride around or between cushions.</p>
Install traffic calming measures on residential streets to slow down and deter the rat runners roaring through our neighbourhoods	The matter of the side streets off Croydon Road will be examined in reference to the Ashfield Traffic Management Study (ATMS). If required, it will be listed for investigation under a future Local Area Traffic Management scheme (LATM) for the area.
Provide a solution to reduce the speed of traffic on Church Street at several points between Frederick Street and Croydon Street through the introduction of speed cushion or other alternative.	See above.
Provide proper separated bike infrastructure through Ashfield, Burwood, Croydon and Burwood Heights to make cycling safe	This is not part of the scope of works, The streets and footpaths are too narrow in this area to consider separated cycling path movements.
Traffic island refuges are too small for bikes / prams and multiple people crossing. They re-inforce the mentality that traffic has right of way. The new crossings on Church near Centenary Park even have a sign telling pedestrians to give way to traffic. As I am sure you are aware in NSW "You [the driver] must also give way to pedestrians if there is a danger of colliding with them, even if there is no marked pedestrian crossing". So I suspect the signs are at best misleading and possibly illegal? It will be an interesting court case following the inevitable accident.	The proposed refuge widths are required min 2.0 metres to RMS guidelines. They are not marked foot-crossings and pedestrians in this instance are required to give-way. The said crossing in Church Street outside the park is a kerb extension facility supplemented with speed cushions. This allows pedestrian to cross over the road at a shorter distance. This is not a pedestrian crossing, and the signs as mentioned reinforce to warn pedestrians to give way in this instance.
Cycling heat maps indicate that Croydon road is a major cycling route. In many cases traffic controls serve to push cyclists into traffic, creating a complication of having to constantly change lanes. Sydney is possibly the most dangerous city in the world for cyclists largely due to the	It is identified under Council's 'Cycling Map and Guide' that Croydon Road and Church Street are on-road cycle routes. Bike logos in the area will be remarked to make motorists aware.

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aggressive nature of drivers, and cyclists need to be able to protect themselves from this aggression.	
In our area the tendency is to place traffic controls on the major roads, but leave minor roads without controls. The effect is that fast moving traffic seeks out minor roads for a rapid high speed thoroughfare.	<p>The intention of any of these proposals is not to change traffic conditions and re-direct traffic elsewhere.</p> <p>Side streets will be independently looked at with reference to the ATMS. If required, it will be listed under a future LATM scheme.</p>
There are two speed humps very close to each other on Queen Street (between Lang St and Acton St). One of the speed humps has no paint marking it as a speed hump at all. Due to the lack of visibility, I find that people don't notice it until quite late, hitting it at speed. Is there any reason for these two speed humps to be so close together and for one to not be clearly marked? I suggest taking one of them out, or if not, painting the one that is not currently marked.	The speed humps in question are within the Burwood Council Area. A request has been made to Burwood Council to investigate the matter in regard to the resident concern.
Traffic congestion on Frederick Street caused by the access road to Bunnings. This problem should be solved first, and not by encouraging diversions to Church Street.	Access road at Bunnings and Frederick Street is signal control and traffic movement is regulated. The proposals (location 7) or any other proposals have no intention to encourage traffic diversions to Church Street.
I prefer to reduce the flow of vehicles and improve pedestrian movability. Vehicles produce harmful emissions which are unhealthy to our families and children. Therefore I would like to vote for option 2 of the Croydon Rd and Church St intersection. It would be a great idea to plant more trees along Croydon Rd as well which will improve the quality of air around the area.	Noted in support of option 2. It is viewed that sufficient amount of trees are planted in Croydon road without impairing on sight view and interference with traffic.
A right hand turn from Elizabeth Street onto Fredrick St needs to be placed in.	This matter has been raised with the RMS on previous occasions. The RMS has advised it would not agree to this measure, as it is an additional traffic phase movement which would impose on needed and priority traffic movement along Frederick Street.
Edwin Street North and Hennessey Street. Provide means to control vehicle movement around the bend e.g. speed hump, double white lines.	This will be investigated separately.
1. Pedestrian survey results [as reported to the Local Traffic Committee 1 May 2018] showed no more than 18 crossing in locations across Croydon Road and 23 to side streets below the threshold of 30. Council should re-assess situation in quality rather than quantity -given the	<ul style="list-style-type: none"> The proposed pedestrian refuges are considered an adequate treatment for pedestrian safety, as an alternative where pedestrian numbers are not sufficiently high to meet warrants for marked (zebra) foot crossing. They also enhance traffic calming in the area. They

<p>traffic volumes-use RMS formula as a guide.</p> <ol style="list-style-type: none"> 2. Pedestrian refuge island facility in Croydon Road would add to the risk. An alternative would be to have raised medians so that pedestrians crossing time is shorter rather than being stranded in the middle of Croydon Road on a refuge island. 3. Should the council consider Croydon Road as a main local road and it needs to cater for pedestrians as well as vehicles? 4. Have they considered increased numbers in the next 3 to 5 years? Why can't council consider Croydon Road as a special circumstance. Has all types of pedestrians been considered, e.g. school children, elderly. 5. Although no recorded pedestrian accidents, increased volumes, deteriorated road can lead to accident in time. 6. Has Ashfield's Pedestrian Access and Mobility Plan PAMP framework and plan considered identifying pedestrian routes/areas that are safe, convenient and connected and cross Croydon Road? What is PAMP's pedestrian policy? In the Croydon Road assessment, did council recognise pedestrians as the most vulnerable road user? 7. Can the works recommended in the report [LTC meeting 1 May 2018] be broken down and prioritised e.g. remarking of line marking done under operational maintenance? Can certain works be done in 18/19 financial and works seen to be steadily done over the next 1-2 years? 8. John Street traffic counts [as reported to the Local Traffic Committee 1 May 2018] showed faster speeds than any speeds along Croydon Road. Should the speed limit of John St be reviewed and assessed? The John St speeds are faster than any speeds along Croydon Road and Croydon Road is a 50kph zone. 	<p>are widely used throughout the LGA on both major and minor roads.</p> <ul style="list-style-type: none"> • Only the current data is used for analysis of the requirement to install pedestrian crossings. If circumstances change in future, an assessment will be undertaken at the time. • The survey did distinguish between age groups. However the numbers did not meet the warrants. • The proposed devices will enhance pedestrian safety and amenity along Croydon Road. Line marking upgrade is also to be undertaken. • The device locations are in line with the PAMP for cross-over points along Croydon Road near/at intersections, with crossover improvements to the intersection of Anthony Street and Croydon Road. A primary objective under the PAMP is to reduce pedestrian access severance and enhance safe and convenient crossing opportunities on major roads. • Remarking of line marking will be programmed and scheduled in sections or locations not affected or independent of the proposed works. • The current draft capital works program forecasts a budget of \$225,000 in 2019/20 for traffic calming works in Croydon Road and a budget of \$105,000 for intersection improvement at the intersection of Croydon Road and Church Street in 2018/2019. • The speed count in John Street was conducted outside of the area of proposed works along Croydon Road and its side street intersection. They conducted midway between Croydon Road and Lucy Street. The speed of vehicles at this location was not affected by traffic devices or approaches to intersections to slow down, as was the case with Croydon Road. The 85th percentile speed recorded of 53 km/h is based on the speed of the majority of vehicles taken over a time period of 24 hours and 7 days a week. This is considered within tolerance of the speed limit. RMS would not approve reduction of the speed limit in this street.
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Additional community comments

Item 7

Vehicles crossing Croydon St at John and Church St drive through the intersection. Should there be/are there stop/give way signs on the Cross Streets?	John Street is controlled by Give-Way signs and linemarking and Church Street is controlled by Stop signs and linemarking.
Need for no stopping signs in the laneway at intersection with Croydon Road between Elizabeth and Anthony Street and resident has observed that this laneway is also a popular pedestrian route.	This will be separately investigated, and if required, reported to the Traffic Committee.
Pedestrians using speed humps as crossings.	Reported to the Traffic Committee held on 1 May 2018 to provide 'warning' pedestrian prohibited (symbolic) markings on certain wide speed humps.
Speeding along Croydon Road.	Additional speed hump/cushions (under proposed treatment works) are proposed along Croydon Road to improve and further lower the speed profile along Croydon Road.

CONCLUSION

In view of the findings and separate outcomes made to each proposal, it is identified there is general support with the local community on the proposed treatments along Croydon Road at intersection locations 1,2,3,4,5,6,8 and 9.

It is therefore recommended that all the proposals under this report for intersection treatments along Croydon Road, locations 1,2,3,4,5,6,8 and 9 proceed to final design with further consultation being made and limited to affected residents in the intersection areas of the proposed works.

ATTACHMENTS

1. [↓](#) Consultation letter-Croydon Road-Proposed Pedestrian and Traffic Calming treatments.

TRIM NUMBER SC1732

16 August 2018

Name
Address
Suburb

Dear <<mail merge>>

**CROYDON ROAD, CROYDON
PROPOSED PEDESTRIAN AND TRAFFIC CALMING TREATMENTS**

Council is seeking resident feedback on potential pedestrian and traffic calming treatments along Croydon Road between Elizabeth Street and Parramatta Road, Croydon.

Background

Following representations from residents requesting improved pedestrian and traffic conditions along Croydon Road, Croydon, a local area traffic management scheme has been developed for consideration. Options for the alternate treatment of the Church Street/Croydon Road intersection have also been developed given an initial proposal for a roundabout has proven not to be feasible due to the shape of the existing intersection.

Proposed treatments

Council is proposing crossover points for pedestrians, and traffic calming treatments along Croydon Road and some side streets near their intersections with Croydon Road at nine (9) locations.

The proposed treatments will help residents cross Croydon Road for example to schools and parks, and improve intersection safety while minimising the impact on parking. These include:

- Improved designated crossover points with pedestrian refuges or road narrowing devices
- Speed cushions at various intersections to reduce vehicular speeds
- Traffic calming devices at some side street intersections with Croydon Road to control traffic and speeding on approach to the intersections
- Two options to improve the intersection of Church Street and Croydon Road.

Options for treatments at Croydon Road and Church Street intersection (Location 7)

<p style="text-align: center;">OPTION ONE: new right turn lane</p> <p>New lane in Church Street (east of Croydon Road) to assist vehicles turning into Croydon Road.</p>	<p style="text-align: center;">OPTION TWO: retain existing lanes</p> <p>Church Street retains one lane in each direction with improved signage and line marking.</p>
<p>Impacts</p> <ul style="list-style-type: none"> • Removal of parking spaces (11) • Street tree removal on Church Street • Footpath narrowing on Church Street 	<p>Impacts</p> <ul style="list-style-type: none"> • Removal of parking spaces (9)

Improvements <ul style="list-style-type: none"> Will reduce delays for westbound Church Street traffic on eastern approach to Croydon Road, increase sight lines to approaching traffic in Croydon Road and reduce southbound vehicular speed in Croydon Road 	Improvements <ul style="list-style-type: none"> Increase in sight lines for westbound Church Street traffic at Croydon Road and reduce southbound vehicular speed in Croydon Road
Both options improve sight distance for westbound traffic in Church St at Croydon Road: <ul style="list-style-type: none"> Removal of parking near the intersection on both Church Street and Croydon Road (to improve visibility and allow large vehicles to manoeuvre) New speed hump on Croydon Road, north of Church Street, to reduce southbound traffic speed 	

More information and have your say

A map showing the locations of the nine (9) proposed treatments is attached.

You are invited to tell Council whether you support the proposed treatments along Croydon Road, and which option you prefer for the intersection at Church Street.

View detailed concept plans and complete a survey at www.yoursayinnerwest.com.au.

Or contact Council's Administration Officer, Christina Ip on ☎ 9335 2213 to request hard copies of the plan, and then have your say in writing to:

Inner West Council,
PO Box 14,
Petersham, NSW, 2049.
Reference – TRIM SC1732

Comments close on Sunday, 9 September 2018

What happens next?

The proposals and results of the community consultation will be considered by the Local Traffic Committee (LTC) at its meeting on 2 October 2018.

Members of the public can register to address the LTC meeting by contacting Council's Administration Officer, Christina Ip, on ☎ 9335 2213. The recommendations from the LTC meeting will be referred to Council for consideration at its meeting on 23 October 2018.

Should you require further information, please contact Council's Traffic and Parking Engineer, Boris Muha on ☎ 9392 5989.

Yours faithfully,

John Stephens
Traffic & Transport Services Manager

Item No: LTC1218 Item 8

Subject: Croydon Road and Church Street, Croydon - Proposed improvements to intersection. (Leichhardt Ward/Strathfield Electorate/Burwood PAC)

Prepared By: Boris Muha - Engineer – Traffic and Parking Services

Authorised By: John Stephens - Traffic and Transport Services Manager

SUMMARY

The Traffic Committee at its meeting held on the 6 November 2018 deferred an item on the 'Proposed pedestrian and traffic calming treatments' along Croydon Road, Croydon (inclusive of proposed improvements to the intersection of Church Street and Croydon Road) for further investigation.

This report provides consultation feedback on two (2) alternate options to modify the existing 'STOP' control at the intersection of Church Street and Croydon Road. These two options were recommended for further resident consultation by the Local Traffic Committee at its meeting held on the 7 September 2017 and was subsequently adopted by Council at its meeting on the 24 April 2018.

The consultation was undertaken in line with other proposed treatment works along Croydon Road. See **Attachment 1** - Consultation letter with locality map (Location 7). The optional treatment works as proposed for the intersection of Croydon Road and Church Street with community consultation feedback are provided in this report. The proposed works to this intersection would be undertaken separate and independent of other treatment works along Croydon Road.

Option 1 (Figure 5) involves the inclusion of a right turn lane in Church Street (east), provide 'No Stopping' restrictions to the intersection corners and proposes a speed hump in Croydon Road, north of Church Street, to improve the operation, visibility and the speed control around the intersection. Option 2 (Figure 6) retains the existing physical conditions of the intersection, provides 'No Stopping' restrictions to the intersection corners and proposes a speed hump in Croydon Road, north of Church Street, to generally improve the visibility and speed control around the intersection.

From approximately 2200 consultation letters sent out to the residents of the Croydon/Ashfield area bounded by Parramatta Road to the north, Frederick Street to the east, Elizabeth Street to the south and the Burwood/Inner West Council boundary, 75 submissions were received representing around a 3.5% response rate of the overall area surveyed.

There was more support for Option 1 over Option 2.

Also, Council's consultant recommended Option 1 as it provided an improved operation of the intersection, coupled with improved visibility and speed control at the intersection in benefit of the local community.

It is recommended to proceed to detail design on this option, with further consultation to be undertaken with the affected residents at this location.

Also, it is intended to investigate the feasibility of providing a pedestrian facility in Croydon Road near/at the intersection of Church Street separate to the proposed intersection treatment.

RECOMMENDATION**THAT:**

1. The proposed 'right turn lane' in Church Street (east) with associated 'No Stopping' restrictions at the intersection of Croydon Road and speed hump/cushion in Croydon Road, north of Church Street be approved in principle, subject to detailed design and further consultation with affected residents at this location; and
 2. The feasibility of providing a pedestrian facility in Croydon Road near/at its intersection with Church Street be investigated, separate to the proposed treatment in Item 1 above.
-

BACKGROUND

A report was referred to Council at its meeting on 24 April 2018 (in reference to a Local Traffic Committee report of 7 September 2017) outlining the investigative procedures, review and the conclusive non-feasibility of providing a roundabout at the location. These reports with accompanying documental attachments can be viewed and downloaded from the council website link <https://innerwest.infocouncil.biz/>.

Due to the non-feasibility of a roundabout, it was recommended by the Local Traffic Committee of 7 September 2017 to upgrade /enhance the safety and operation of the intersection by either:

- Maintaining the 'STOP' control and providing a right turn lane to improve the level of operation and reduce the delay of traffic exiting Church Street (east). The footway on both sides of the road would be narrowed and the roadway widened on the Church Street (east) approach to the intersection to accommodate the right turn lane. 'No Stopping' restrictions would be provided at appropriate distances both in Croydon Road and Church Street for improved sight distance and vehicular movement around the intersection. A new speed hump (or cushions) would be provided in Croydon Road, north of Church Street, to reduce vehicular speed in approach to the intersection.
- Maintaining the 'STOP' control and retain the current intersection geometry of the intersection. 'No Stopping' restrictions would be provided at appropriate distances both in Croydon Road and Church Street for improved sight distance and vehicular movement around the intersection. A new speed hump (or cushions) would be provided in Croydon Road, north of Church Street, to reduce vehicular speed in approach to the intersection.

The above alternate (optional) treatments to the intersection would be subject to resident consultation. Council resolved to adopt the above at its meeting in April 2018.

FINANCIAL IMPLICATIONS

A budget of \$105,000 has been proposed for intersection improvements at the Croydon Rd/ Church Street intersection for 2018/19.

OTHER STAFF COMMENTS

Existing condition/description of intersection of Croydon Road and Church Street.

Croydon Road is classified as a collector road with traffic volumes near the intersection around 9300-9500 vehicle per day. Church Street is classed as a local road with approximately 4500 vehicles per day (Church Street, east) and 1300 vehicles per day (Church Street, west).

Croydon Road and Church Street measure approximately 10.1 metres kerb to kerb in road width. Existing speed humps are located in Croydon Road, some 40 metres south of the intersection, and 170 metres north of the intersection.

There is a bus stop which operates in the morning period (7.45am-8.30am School Days Only) on the western side of Croydon Road, south of Church Street, while full-time bus stops (routes 490-492 Rockdale/Hurstville to/from Drummoyne) exist on both sides of Church Street, west of Croydon Road.

Existing 'STOP' controls are on both sides of Church Street at Croydon Road. Unrestricted parking exists to both sides of Croydon Road and Church Street.

Photos showing existing conditions to all approaches of the intersection for this particular item are shown in the following Figures1-4.



Figure 1- Church Street (east) viewing west towards the intersection.

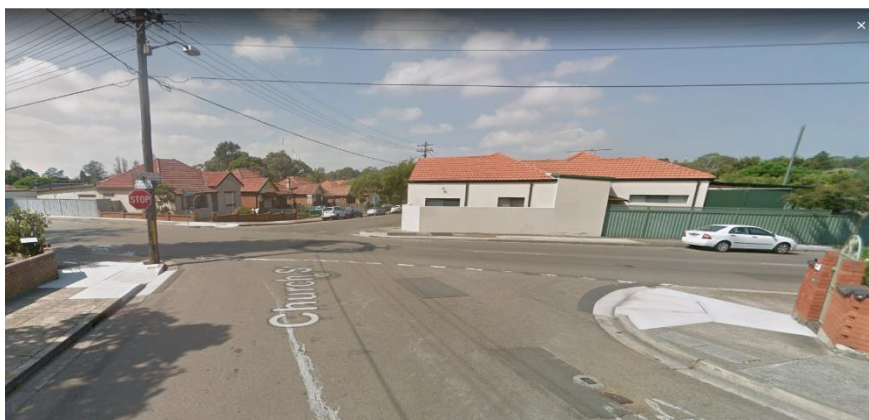


Figure 2- Church Street (west) viewing east towards the intersection.



Figure 3- Croydon Road viewing north towards the intersection.



Figure 4- Croydon Road viewing south towards the intersection.

(Pedestrian-volume counts)

Pedestrian survey counts for Croydon Road/Church Street intersection were carried out on Tuesday, 14 and Thursday 16 March 2017.

In reference to the warrant criteria of a zebra marked foot-crossing, as shown below confer that although the traffic volumes are sufficiently high enough to justify the (V) value under certain warrants, the pedestrian volumes (18 at most) fall under the (P) requirement of 30 or more pedestrians in a given hour needing to cross to justify all warrants to install a zebra crossing.

The days the counts were undertaken are considered representative of general pedestrian activity in the area. At this particular intersection counts were undertaken through a 12 hour period 7.00am-7.00pm to derive the pedestrian numbers in the area.

Council Officers will be investigating the provision of a pedestrian facility on Croydon Road in the vicinity of the Church Street intersection separately to this report.

WARRANTS FOR A (ZEBRA) MARKED FOOTCROSSING.

Under the Guide to Traffic Management – Part 6 (Austroads, 2013), the RMS practice for numerical warrants for Pedestrian (Zebra) Crossings area as follows:

i) Normal Warrant:

A pedestrian (Zebra) Crossing is warranted where:-

In each of three separate one hour periods in a typical day

- (a) the pedestrian flow per hour (P) crossing the road is greater than or equal to 30 AND
- (b) the vehicular flow per hour (V) through the site is greater than or equal to 500 AND
- (c) the product PV is greater than or equal to 60,000

ii) Reduced Warrant for sites used predominantly by children and by aged or impaired pedestrians.

If the crossing is used predominantly by school children, and in two counts of one hour duration immediately before and after school hours:-

- (a) $P \geq 30$ AND (b) $V \geq 200$

A pedestrian (Zebra) Crossing may be installed.

If at least 50% of pedestrians using the crossing are aged or impaired and for each three one hour periods in a typical day

- (a) $P \geq 30$ AND (b) $V \geq 200$ AND (c) $PV \geq 60,000$

A pedestrian (Zebra) Crossing may be installed

iii) Special Warrant:

In certain circumstances where:-

- (a) $PV \geq 45,000$ (but less than 60,000) AND (b) $P \geq 30$ AND (c) $V \geq 500$

(Speed Counts)

Traffic counts were carried out in close proximity to the intersection in the period from 14 March 2017 to 27 March 2017.

The results identify that the 85th percentile speeds in Croydon Road on approach to Church Street, northbound is 40km/h and southbound is 44km/h. For Church Street, on approach to Croydon Road the 85th percentile speed is 37km/h eastbound and 47 km/h westbound (note that this count was taken some 70m back from the intersection)

(Accident statistics)

Available and recorded accidents and Police information in update on the area over the last 6 years from June 2012 to date revealed that some 4 accidents had occurred in and around the intersection of Croydon Road and Church Street.

Of the 4 crashes:

- All occurred in dry conditions;
- 2 occurred during the day and 2 during the night / hours of darkness;

- The crash types / cause codes indicated 1 crash involved vehicles veering right off road hitting an object, 1 was right through (from opposite direction), 1 was a Rear end, and 1 cross traffic.
- Accidents were mainly non-injury, minor or moderate. 1 accident was of serious injury and fatigue related (2012).
- No fatal crashes were recorded.
- No Pedestrian accidents have occurred around the intersection in the last six (6) years.

The accident history indicates that this site is not a blackspot location with relatively low accident history over the past six years.

The following description of the proposed optional improvement works to the intersection as provided in the consultation letter to the community (copy shown in **Attachment 1**) was as follows:

Option 1- Provide new right turn lane in Church Street (east of Croydon Road) to assist vehicle turning into Croydon Road. See figure 5

Impacts

- *Removal of 11 parking spaces*
- *Street tree removed on Church Street*
- *Footpath narrowing on Church Street*

Improvements

- *Will reduce delays for westbound Church Street traffic on the eastern approach to Croydon Road, increase sight lines to approaching traffic in Croydon Road and reduce southbound vehicular speed in Croydon Road.*

Option 2- Church Street retains one lane in each direction with improved signage and line marking. See Figure 6

Impacts

- *Removal of 9 parking spaces*

Improvements

- *Increase sight lines to approaching traffic in Croydon Road and reduce southbound vehicular speed in Croydon Road.*

Both options improve sight distance for westbound traffic in Church Street at Croydon Road:

- *Removal of parking near the intersection on both Church Street and Croydon Road (to improve visibility and allow large vehicles to manoeuvre.*
- *New speed hump on Croydon Road, north of Church Street, to reduce southbound traffic speeds.*

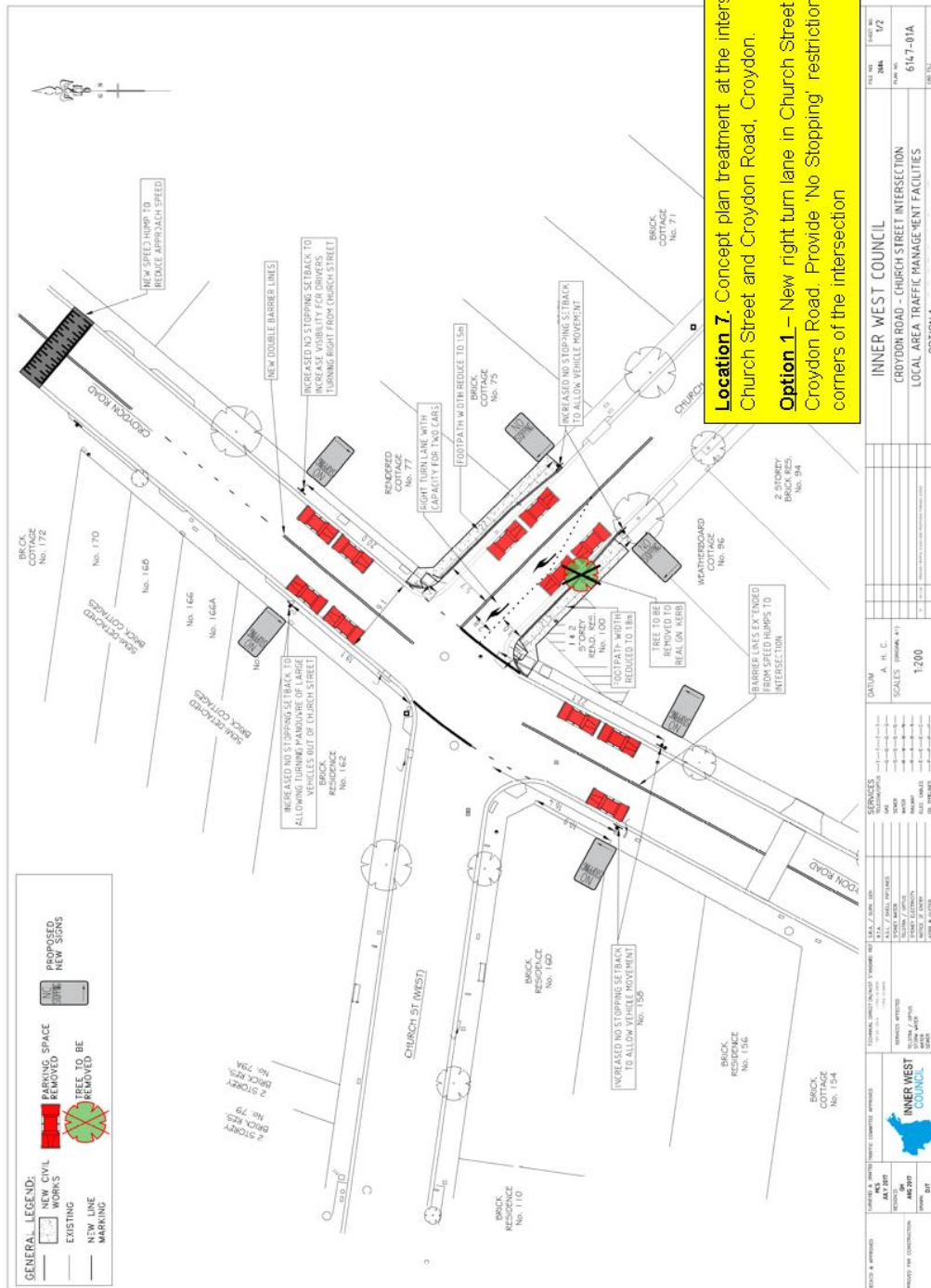


Figure 5 - Location 7 - Option 1. Provide new right turn lane in Church Street (east of Croydon Road) and “No Stopping” to all corners of the intersection, including provision of a speed hump/cushion device in Croydon Road, north of Church Street.

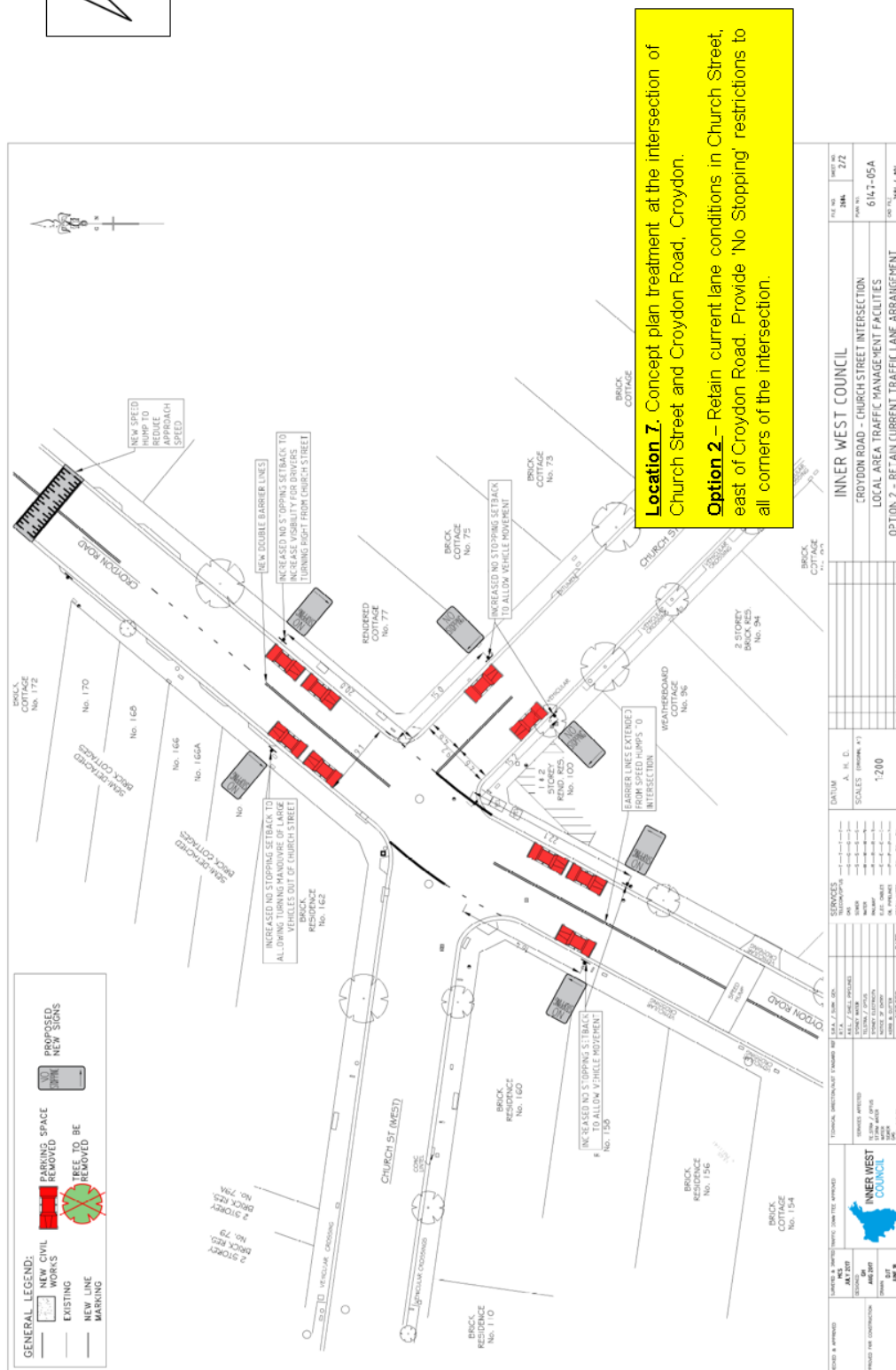


Figure 6 - Location 7 - Option 2. Retain current lane conditions in Church Street (east), and provide 'No Stopping' to all corners of the intersection, including the provision of a speed hump/cushion device in Croydon Road, north of Church Street.

PUBLIC CONSULTATION

Consultation was conducted in a broad area surrounding Croydon Road from Parramatta Road to the north, Frederick Street to the east, Elizabeth Street to the south and the boundary line between Burwood Council and Inner West Council to the west.

A letter with the attached locality map was mailed out approximately to **2200** household owner/occupants in the regional area as shown on the following Consultation Area map.

Residents were invited and directed to submit answers in support or non-support of the proposed treatments along Croydon Road with comments on the 'Have you Say' survey portal line of Council's website.

Approximately **75** household submissions were received through the website portal and via email/mail. This represents a response rate of around **3.5%** of the total amount of household residents invited to comment.

The consultation was done in line with other proposed treatment works along Croydon Road. A copy of the letter and locality map to the residents identifying this intersection as location 7 is shown in **Attachment 1**.

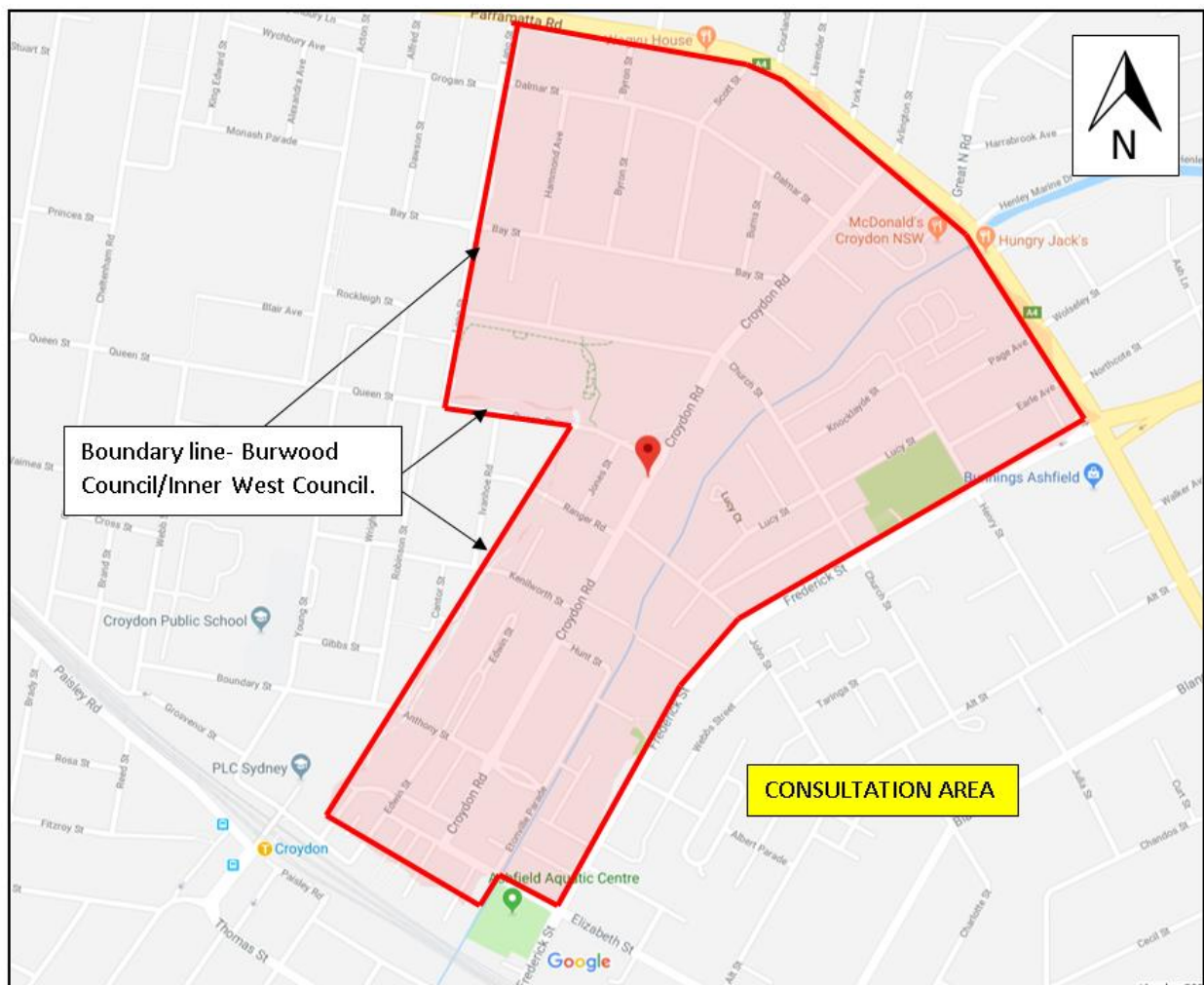


Figure 7 below shows the area of consultation carried out.

Figure 7. Locality plan showing area of consultation.

The combined survey statistical analysis on the support, non-support and undecided/no answer for all the proposals is tabled below.

Resident response - from overall Consultation Area for Option 1 or Option 2 at Location 7

Location 7	<u>Option 1</u>	Percentage%	<u>Option 2</u>	Percentage%
Support	32	43%	22	29%
Non-support	31	41%	35	47%
Undecided (no answer)	12	16%	18	24%
TOTAL	75	100%	75	100%

A further breakdown in the statistical analysis of the consultation area is shown as follows with specific comments provided for in the treatment of the intersection.

Overall from 75 households for Option 1, 32 households (43%) were in support, 31 (41%) were in non-support, and 12 (16%) undecided/providing no answer/no specific comment on the proposal in question.

Overall from 75 households for Option 2, 22 households (29%) were in support, 35 (47%) in non-support, and 18 (24%) undecided/providing no answer/no specific comment on the proposal in question.

In a 200m local radius of the intersection for Option 1, of 8 households, 3 (38%) provided support on the proposal, with 5 (63%) in non-support and 0 (0%) undecided/providing no answer/no specific comment on the proposal in question.

In a 200m local radius of the intersection for Option 2, of 8 households, 2(25%) provided support on the proposal, with 5 (63%) in non-support and 1 (12%) undecided/providing no answer/no specific comment on the proposal in question.

In a 100m radius, (1) household was in support of Option 1. (1) household was in non-support of Option 1 for reasons of loss of parking, and request that peak hour limitation apply only to the 'No Stopping', and that traffic volumes be reduced via way of prohibiting turn movements and change traffic conditions in the area.

This matter is addressed below with that of other comments.
Both households in the 100m radius were in non-support of Option 2.

The comments or key points of non-support, specific to the proposal, as raised from all submissions, are shown below with the Council officer response.

Specific comments or key points of non-support raised for Location 7 Option 1 or 2.	Officer Response
Can a roundabout be considered? Even if it is a small one. Neither of the proposed options will get traffic through to resolve the problem. A right turn lane would be affective, ultimately a roundabout would work best. A roundabout was approved in March 2002. Residents were advised that a roundabout would be implemented at the time.	Both Inner West Council and the Traffic Committee resolved that a roundabout was not an option for this intersection, as the existing narrow road conditions, alignment and geometry of the intersection precluded the provision of a roundabout without expensive footway (utility adjustments) and land acquisition. (Refer to Council report 24 April 2018 for detailed information).
Burwood Council was convinced to build a roundabout at Bay/Lang Street. Why a (odd shape-asymmetrical/elliptical) roundabout can't be built like the one in Lucas road and Queen	Bay and Lang Street (boundary line with former Ashfield Council and Burwood Council) was investigated by Burwood Council and found it was well aligned and

Street, Croydon?	<p>wide enough to build a roundabout without extensive/expensive footway/utility adjustments and no land acquisition.</p> <p>The Lucas Road/Queen Street roundabout predating prior to 1990 was built and aligned with land likely being acquired.</p>
<p>The proposals at this intersection do not mention of pedestrians and how they will be assisted to cross Croydon Road.</p> <p>Need a pedestrian crossing or pedestrian island here as the traffic is quite heavy during peak hours. Access is required for people in general, including elderly, parents with prams, school children to catch the bus, go to Centennial Park, schools, dog park, sports club etc.</p>	<p>Although not under this proposal, it was reported at the Local Traffic Committee 1 May 2018 that Pedestrian facilities across Croydon Road near/at this intersection of Church Street would be further investigated separately, and if required, can be implemented independent of the treatment to the intersection in the proposed Option 1 or 2.</p>
<p>This is an important pedestrian thoroughfare and council should count pedestrians and vehicles there. The times of day that council used for pedestrian counts do not reflect the times that pedestrians use the area. People access Centenary Park for sport or the children's playground as well as walking their dogs to Croydon off-leash area on the weekends and after 5:30pm. These times were not included in the survey.</p>	<p>See above in the report advising that a pedestrian survey was undertaken at the location by Complete Urban Pty Ltd.</p> <p>Observations by Council officers were carried out on the Saturday afternoon and verified that pedestrian numbers did not exceed that of weekday counts.</p>
<p>Intersection too tight for a right hand turn bay. Neither of these improvements will reduce the delay for traffic entering Croydon Rd from Church St, nor add little assistance to the situation-it only makes it easier to rat-run through.</p>	<p>Option 1 has been designed to narrow the footways and widen the roadway in Church Street (East) at approach to the intersection to accommodate the installation of a right hand turn bay.</p> <p>Option 1 (right hand turn lane) provides for better operation improvement to the intersection together with 'No Stopping' restrictions for visibility and speed hump installation for speed control. Option 2 provides for 'No Stopping' restrictions for visibility and speed hump installation for speed control. Motorists have more reaction time to turn out of the intersection as a result of the proposals.</p> <p>The proposals do not offer to encourage rat-running, but only improve the operation of the intersection.</p>

Why should council make it easier for large vehicles to turn at the intersection?	<p>In this particular instance, the intersection is designed for garbage truck movement, leading in and out of Croydon Road and Church Street (east), and for a buses leading in and out of Croydon Road and Church Street (west).</p>
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<p>Cars already turn right from Church Street to Croydon Rd, with cars going up on the left to turn. A right hand turn lane won't help as the car turning left will have no visual for oncoming traffic, especially at the speeds they go down Croydon.</p>	<p>The inclusion of a right hand turn lane would formalise this practice and provide wider lane area for vehicles to independently turn left and right. It is also envisaged that supporting measures including the speed hump and No Stopping zones will provide a lower speed environment with generally an improved vision for motorists to compensate the reduced vision of the left turning motorists.</p>
<p>Make Church Street to Croydon Road, Left turn only in both directions-proceed and use the Queen Street-Croydon Road Roundabout.</p> <p>Provide one-way traffic in Church Street and John Street to distribute traffic- at peak times have a No right hand turn East from Croydon Road into Church Street.</p>	<p>The intention of the proposals is not to prohibit turn movement or change traffic conditions which may have bearing on distributing traffic movements to other streets and impact on residential access.</p>
<p>If traffic is reduced through WestConnex changes than the proposals are considered not required. If the traffic is likely to increase, the proposal would not be enough to accommodate higher volumes.</p>	<p>The proposals are made to address a current movement and delay of traffic at the intersection.</p>
<p>Need to prioritise for pedestrian and cycling crossing east and west. Removal of parking and placement of a speed hump to the north is a positive outcome for speed control and sight line. Option 1 will make it worse for pedestrians and cyclists-cars turn to quickly left and are obscured by sitting to turn right.</p>	<p>Council will separately investigate a pedestrian cross-over facility near/at the intersection.</p> <p>The proposals will lend to improve current cycling movements at the intersection with improved visibility and speed control. Bike logo marking will be re-marked in Croydon Road and Church Street for on-road cycle path use.</p>
<p>Suggest to widen out the kerb area in Church Street-narrow down the street to slow vehicles down, improve the visibility for pedestrians, narrow the crossing distance and provide more footpath space.</p>	<p>Not recommended as this may well impact on turning movements, and impose on further delay and parking.</p>
<p>Agree there needs to be 'No Stopping' restrictions on both sides of Croydon Road near the intersection.</p>	<p>'No Stopping' is provided to all corners of the intersection for purpose of visibility and vehicle man oeuvre around the intersection.</p>
<p>Issues around this intersection occur on week days- around one hour in the morning and one hour at night. If there is to be 'No Stopping' signs they should be like those at the intersection Queens Road and Arlington Street Five Dock. That intersection is 10 times busier and the signs in place now allow resident parking all weekend and 'outside peak' on week days.</p>	<p>Acknowledge in the concern in loss of parking, however full-time 'No Stopping' is provided to all corners of the intersection for the purpose of visibility and vehicle man oeuvre around the intersection at all times.</p> <p>The 'No Stopping' peak hour conditions along Church Street at Arlington Street (Canada Bay Council) is required for added traffic capacity along the road by using the kerb lane during peak hours. This is of differing situation to the proposed 'No Stopping' at the intersection of Croydon Road and Church Street.</p>
<p>The option to narrow the footpath will create dangerous situations for pedestrian with</p>	<p>The footway on to the northern side of Church Street (East) will be reduced to 1.5</p>

dogs and prams to pass safely. Narrow footway would encourage more cars and discourage pedestrians to walk to and from the park and bus stops.	metres and on the south to 1.8metres only in short length at the intersection. These are acceptable footway widths under Standards, where pedestrian activity is not considered high.
Concern made with the removal of trees.	One tree is proposed to be removed per Option 1 to cater for the reduced width of the footway, and allow unobstructed traffic approach close to the kerb.
Of the two options proposed, retaining the existing lanes and introducing improved signage and line marking would be preferable than the visual impacts of tree removal and critically, reduced local amenity of footpath narrowing.	Noted. See above for footway narrowing and removal of tree for Option 1.

Committee discussions at the meeting held on 6 November 2018

Comments from the four residents that attended the meeting to speak on this matter and that of comments raised from the members at the meeting have been listed below and addressed by a Council Officer response.

Residents' and member comments (Raised at Local Traffic Committee meeting on 6 November 2018.)	Officer Comments
<p>Resident-</p> <ul style="list-style-type: none"> • Supports the improvements to Croydon Road such as the proposed speed cushions and pedestrian refuges. • Does not support the narrowing of the footpath - Option 1. It will make it difficult for people with prams or dogs walking to pass each other easily and safely. Sight lines on this footpath are poor because of the high fence at 100 Church Street. • A pedestrian refuge should be installed on Croydon Road between Church Street and Queen Street. This will assist pedestrians crossing Croydon Road to access Centenary and Bede Spillane Parks. • Supports the recommendation to consider pram ramps at intersections along Croydon Road because the intersections are difficult to cross, especially those that are poorly designed or have no pram ramps. She suggests consideration of the pram 	<p>Noted.</p> <p>The footway on the northern side of Church Street (East) will be reduced to 1.5 metres and on the southern side to 1.8 metres over a length of approximately 22 metres from the intersection. These are acceptable footway widths under Austroad Standards, where pedestrian activity is not considered high. 'No Stopping' will be provided to the corners to improve the visibility of pedestrians to traffic.</p> <p>The feasibility of providing a pedestrian facility in Croydon Road at Church Street will be investigated.</p> <p>Pram ramps not associated with the proposed intersection treatments will be considered as part of future infrastructure improvement works.</p>

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ramps happen sooner rather than later.	
<p>Resident-</p> <ul style="list-style-type: none"> Ashfield Council previously recommended installing a roundabout at the intersection of Croydon Road and Church Street 16 years ago which has not materialised. Council has taken a long time to identify that there are 9 safety issues along Croydon Road. Croydon Road traffic has worsened in over the years as motorists use Croydon Road to bypass Frederick Street. Traffic issues on Croydon Road has made it dangerous for pedestrians and cyclists. Vehicles have collided with the property on the corner of Croydon Road and Church Street in the last few years. Narrowing the footpath at this location will make it more dangerous. Has been advised that a roundabout at the intersection of Church Street and Croydon Road is not feasible. However, she believes a roundabout at that intersection does not need to be 2.5m wide. Beattie Street in Balmain has a smaller roundabout in a similar intersection. A right turn lane in Church Street will not resolve issues related to traffic coming from Frederick Street to Church Street into Croydon Road. It has been said that there have not been many accidents reported at the Croydon Road and Church Street intersection. This is likely because accidents causing damage of less than \$2,500 are often not reported and Council should check with insurance companies for claims made involving that intersection. 	<p>Both Inner West Council and the Traffic Committee resolved that a roundabout was not an option for this intersection, as the existing narrow road conditions, alignment and geometry of the intersection precluded the provision of a roundabout without expensive footway (utility adjustments) and land acquisition. (Refer to Council report 24 April 2018 for detailed information).</p> <p>See separate report 'Croydon Road, Croydon - Proposed Pedestrian and Traffic Calming Treatments' to this meeting.</p> <p>The 'Croydon Road, Croydon - Proposed Pedestrian and Traffic Calming Treatments' aim to enhance pedestrian safety and further reduce speeding at various locations for safety of road users such as cyclists.</p> <p>It is not uncommon for narrow footways to be located at corners of intersections. Option 1 offers to improve the operation, traffic movement, visibility and speed control around the intersection.</p> <p>The Beattie Street/Mullen Street roundabout has been explained in the feasibility report by Complete Urban Pty Ltd that the approaches are largely aligned with supporting (physical) traffic islands to the small roundabout to adequately deflect traffic and ensure appropriate approach speeds to the intersection.</p> <p>The purpose of the proposed treatment Option 1 is to improve the operation of the intersection to relieve delay issues being experienced in Church Street (east).</p> <p>With any investigative road treatment, Council uses available recorded RMS accident statistics in the last 5 years, and if required, Police information on reported accidents.</p>
<p>Resident-</p> <ul style="list-style-type: none"> The Croydon Road and Church Street intersection has always been dangerous and requested Council reconsider a 	See Above.

<p>roundabout at that intersection.</p>	
<p>Other comments</p> <ul style="list-style-type: none"> • Pedestrians cross Croydon Road to access bus stops between Church Street and Parramatta Road. However, there are no pedestrian refuges along that section of Croydon Road to facilitate crossing. There needs to be a pedestrian crossing south of Church Street and at least one between Church Street and Parramatta Road. • The recommendation states that pedestrian refuges will be considered separately to the other treatments. She believes the refuges and the other treatments should be considered together. • Prefers to have pedestrian refuges slow traffic instead of installing speed humps as proposed. • The community has commented on the proposed right turn lane on Church Street highlighting that when two vehicles are stopped side by side at the intersection, the vehicle on the left lane is lower than the vehicle in the right lane. The left turning vehicle therefore cannot see traffic travelling from the right due to the vehicle in the right lane obstructing sightlines. Installing a right turn lane will exacerbate traffic flow in the intersection. • Consideration should be given to prohibiting no right turns from Church Street into Croydon Road. 	<p>Pedestrian counts on Croydon Road north of Church Street are lower than other locations further south. There is no high or clear demand from the community (that had submitted comments) for crossing facilities further north of Church Street. Speeding will be further reduced with the inclusion of a speed hump between Church Street and Australia Street to enhance pedestrian movement across the road. At present no further crossing facilities are proposed.</p> <p>Investigation of the feasibility of providing a pedestrian facility in Croydon Road near Church Street will be undertaken and reported back to the Committee. This report seeks approval for treating only traffic issues at the intersection.</p> <p>Added speed hump/cushions treatments are considered to improve and lower the speed profile along Croydon Road with little or no loss of parking. Pedestrian refuges require a higher degree of loss of parking to accommodate the device and associated 'No Stopping' restrictions for clearance in traffic movement and pedestrian visibility in approach and departure sides of the device under RMS technical directions.</p> <p>Vehicles already turn right from Church Street to Croydon Road, with cars going up on the left to turn. The inclusion of a right hand turn lane would formalise this practice and provide a wider lane area for vehicles to independently turn left and right. Also, the supporting measures, including the speed hump and 'No Stopping' zones will provide a lower speed environment with generally an improved vision for motorists.</p> <p>Prohibiting turn movements is not considered favourable as this would result in a change of traffic conditions with undesirable diversion of traffic to other (quite) streets and would also affect residential access for residents in Church Street. Furthermore, current accident data doesn't support such a ban.</p>
<p>Chairperson-</p> <ul style="list-style-type: none"> • Asked if there was a way to maintain the 	<p>Council Officers (at the meeting) advised</p>

Item 8

<p>current footpath width in Church Street if a right turn lane in Church Street was installed.</p>	<p>that the footpaths need to be reduced to provide space for the right turning path, particularly for larger vehicles.</p> <p>Footways are proposed to be narrowed (particularly to the northern side of Church Street) to avoid the likelihood of conflict with turning vehicles from Croydon Road into Church (cutting the centreline) or overhanging the footpath during the turn manoeuvre into Church Street.</p>
<p>Representative for the Inner West Bicycle Coalition -</p> <ul style="list-style-type: none"> Stated that although the Ashfield bike map indicates that Croydon Road and Church Street are major bike routes, there are no bike symbols marked at the intersection. 	<p>Council Officers (at the meeting) advised that there are bike symbols marked on those streets; however, they have faded. Council Officers will arrange for the symbols to be remarked under Council maintenance program.</p>

CONCLUSION

Based on the wider local community, it is considered that the proposed intersection treatment Option 1 be recommended for the improved operation of the intersection coupled with improved visibility and speed control in benefit of the local community.

It is therefore recommended that the proposed intersection treatment Option 1 proceed to final design with further consultation being undertaken with affected residents.

ATTACHMENTS

1. [↓](#) Consultation letter with locality map-Croydon Road-Proposed Pedestrian and Traffic Calming treatments.

TRIM NUMBER SC1732

16 August 2018

Name
Address
Suburb

Dear <<mail merge>>

**CROYDON ROAD, CROYDON
PROPOSED PEDESTRIAN AND TRAFFIC CALMING TREATMENTS**

Council is seeking resident feedback on potential pedestrian and traffic calming treatments along Croydon Road between Elizabeth Street and Parramatta Road, Croydon.

Background

Following representations from residents requesting improved pedestrian and traffic conditions along Croydon Road, Croydon, a local area traffic management scheme has been developed for consideration. Options for the alternate treatment of the Church Street/Croydon Road intersection have also been developed given an initial proposal for a roundabout has proven not to be feasible due to the shape of the existing intersection.

Proposed treatments

Council is proposing crossover points for pedestrians, and traffic calming treatments along Croydon Road and some side streets near their intersections with Croydon Road at nine (9) locations.

The proposed treatments will help residents cross Croydon Road for example to schools and parks, and improve intersection safety while minimising the impact on parking. These include:

- Improved designated crossover points with pedestrian refuges or road narrowing devices
- Speed cushions at various intersections to reduce vehicular speeds
- Traffic calming devices at some side street intersections with Croydon Road to control traffic and speeding on approach to the intersections
- Two options to improve the intersection of Church Street and Croydon Road.

Options for treatments at Croydon Road and Church Street intersection (Location 7)

OPTION ONE: new right turn lane New lane in Church Street (east of Croydon Road) to assist vehicles turning into Croydon Road.	OPTION TWO: retain existing lanes Church Street retains one lane in each direction with improved signage and line marking.
Impacts	Impacts
<ul style="list-style-type: none"> • Removal of parking spaces (11) • Street tree removal on Church Street • Footpath narrowing on Church Street 	<ul style="list-style-type: none"> • Removal of parking spaces (9)

Improvements <ul style="list-style-type: none"> Will reduce delays for westbound Church Street traffic on eastern approach to Croydon Road, increase sight lines to approaching traffic in Croydon Road and reduce southbound vehicular speed in Croydon Road 	Improvements <ul style="list-style-type: none"> Increase in sight lines for westbound Church Street traffic at Croydon Road and reduce southbound vehicular speed in Croydon Road
Both options improve sight distance for westbound traffic in Church St at Croydon Road: <ul style="list-style-type: none"> Removal of parking near the intersection on both Church Street and Croydon Road (to improve visibility and allow large vehicles to manoeuvre) New speed hump on Croydon Road, north of Church Street, to reduce southbound traffic speed 	

More information and have your say

A map showing the locations of the nine (9) proposed treatments is attached.

You are invited to tell Council whether you support the proposed treatments along Croydon Road, and which option you prefer for the intersection at Church Street.

View detailed concept plans and complete a survey at www.yoursayinnerwest.com.au.

Or contact Council's Administration Officer, Christina Ip on ☎9335 2213 to request hard copies of the plan, and then have your say in writing to:

Inner West Council,
PO Box 14,
Petersham, NSW, 2049.
Reference – TRIM SC1732

Comments close on Sunday, 9 September 2018
What happens next?

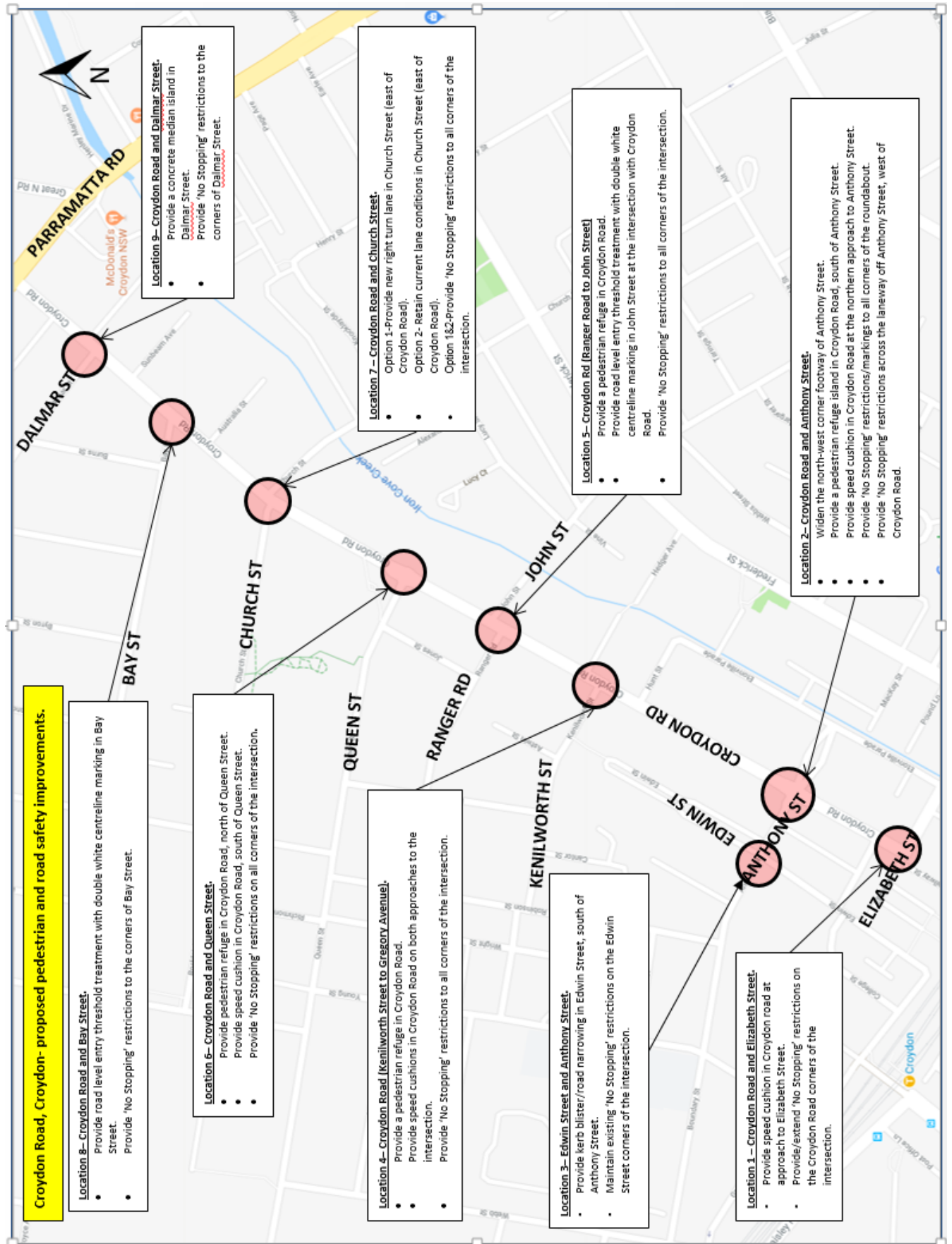
The proposals and results of the community consultation will be considered by the Local Traffic Committee (LTC) at its meeting on 2 October 2018.

Members of the public can register to address the LTC meeting by contacting Council's Administration Officer, Christina Ip, on ☎9335 2213. The recommendations from the LTC meeting will be referred to Council for consideration at its meeting on 23 October 2018.

Should you require further information, please contact Council's Traffic and Parking Engineer, Boris Muha on ☎9392 5989.

Yours faithfully,

John Stephens
Traffic & Transport Services Manager



Item No: LTC1218 Item 9

Subject: Lennox Street, Newtown – Proposed Redesign and Upgrade Works at Lennox Street Car Park - Amended Design Plan 6088_A (Stanmore Ward/ Newtown Electorate / Inner West PAC)

Prepared By: Jennifer Adams - Engineer – Traffic and Parking Services

Authorised By: John Stephens - Traffic and Transport Services Manager

SUMMARY

Council is planning to redesign and upgrade Lennox Street Car Park to bring it up to current car parking space size and alignment standards. The works will improve safety for drivers and pedestrians and increase car park functionality.

Detailed design plans have now been finalised for the proposed improvements to the car park. Consultation was undertaken with 25 owners and occupiers of properties in the locality regarding the proposal as well as being advertised on-site with 2 proposal notices and on Council's website. Subsequent to feedback during the consultation process the original design plan (6088) has been slightly amended and is presented in this report – Design Plan 6088_A.

Overall, there is a net loss of 11 legal parking spaces as a result of the proposal to upgrade the existing layout to current Australian Standards. A summary of the consultation results are presented in this report for consideration. It is recommended that the amended detailed design plan be approved.

RECOMMENDATION

THAT the detailed amended design plan (Design Plan No.6088_A) for the proposed upgrade and improvements to the Lennox Street Car Park be APPROVED.

BACKGROUND

Council is planning to redesign and upgrade Lennox Street Car Park to bring it up to current car parking space size and alignment standards. The works will improve safety for drivers and pedestrians and increase car park functionality.

The proposed original design includes:

- Rearranging car park spaces to comply with current standards
- Relocating the existing three (3) accessible parking spaces to comply with current standards
- Providing three (3) motor cycle parking spaces
- Providing racks for six (6) bicycles
- Total loss of eleven (11) car parking spaces due to the widening of angled parking spaces for improved accessibility for patrons.
- Removing current retaining wall
- Changing the entry/exit point on Church Street to be entry only. There would be no changes to the existing entry and exit points on Lennox Street
- Reconstructing the car park surface
- Marking new car park space lines
- Relocating pay stations
- Planting new trees and providing landscaped tree pits
- Improving carpark lighting

Subsequent to feedback during the consultation process the original design plan (6088) has been slightly amended and is presented in this report – Design Plan 6088_A.

FINANCIAL IMPLICATIONS

The estimated cost of the project is \$490,000 and funding has been allocated in Council's 2018/19 capital works program for the project.

OFFICER COMMENTS

Site location & road network

Lennox Street Car Park is located on the south side of Lennox Street adjacent to Church Street intersection, Newtown. (Refer to the attached locality map).



Lennox Street Car Park, in Newtown, comprises an area of approximately 1450 square metres with 55 car parking spaces, two of which are designated mobility parking spaces. It is situated adjacent to an IGA grocery store and is currently signposted as 2 hour parking between 8:00am - 6:00pm Monday-Sunday.

The utilisation rate at Lennox Street car park is high and in August 2009, as part of Council's 2009/10 Annual Management Plan, Council resolved to introduce paid parking in the Lennox Street car park. The aim was to encourage a higher turnover of available car parking spaces and relieve congestion in the Newtown area. To facilitate the paid parking scheme, two new 'Pay and Display' parking meters were installed in the Lennox Street car park.



Design plan No.6088_A

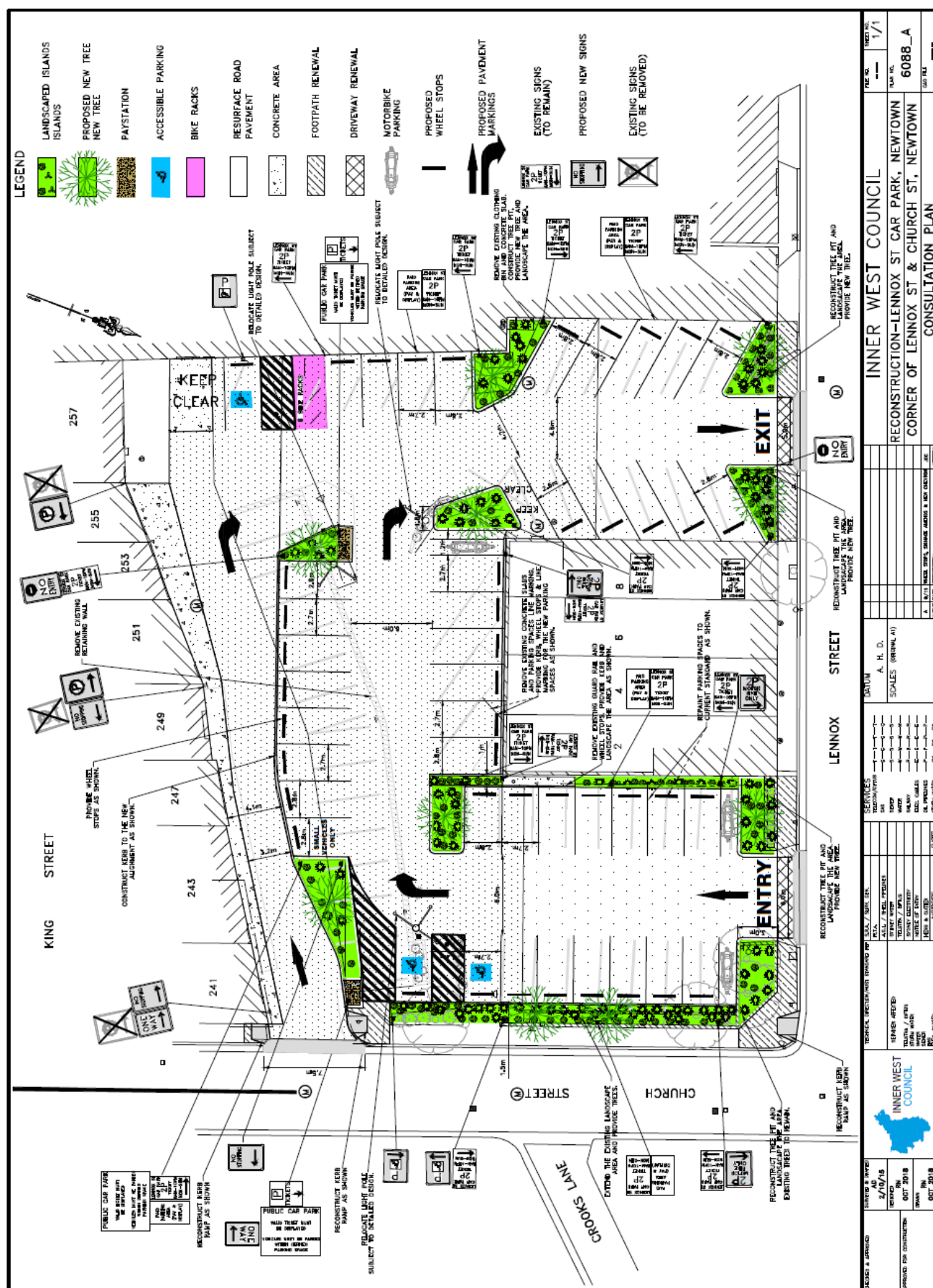
Following community engagement, the original consultation plan (6088) was subsequently slightly amended (6088_A) for presentation to the Local Traffic Committee. The changes are as follows:

- Wheel stops were added to the parking spots adjacent to Church Street with a proposed overhang allowance of between 1-1.1m.
- Chevron markings and a 'No Stopping' sign were added adjacent to the pedestrian entry point from Church Street to emphasise the no parking zone.
- The motor bike parking signs were changed to 2P to prevent motorcycles parking for more than 2 hours
- A concrete slab has now replaced a garden bed where the side entry to property No.2 Lennox Street is located
- The trees adjacent to Church St have been moved in-line with the angled parking line marking to minimise the chances of vehicles colliding with them.
- The garden beds adjacent to private property have been separated by a kerb between the private wall and the garden.
- The wheel stop at the rear of Property No. 4 has been moved slightly to keep the rear access clear
- A 'small vehicles only' marking has been added to the angle parking space closest to Church Street

It is noted that the consultation plan issued to residents showed the number of parking spaces as per the Australian Standards.

Parking Impacts

There is a loss of 11 existing legal vehicle parking spots associated with the proposal.



It is noted that it is a continuing process to review current parking demands and develop future strategies for the improved management of competing parking demands in any area recognising the balance of commercial, residential and visitor car parking needs and interests.

Various parking studies have been completed for the Newtown-Enmore precinct. The main focus of the studies is to identify means of addressing the current imbalances of parking supply and demand in the area. Competition for parking in the precinct is intense and Council has been involved in consultation with residents/businesses/stakeholder groups/key trip generators for some years now. As the 'traditional' approach of building new car parks is not desirable, a Travel Demand Management (TDM) approach (i.e. facilitation of non-car based access and improved management of existing parking resources) is appropriate for the Newtown-Enmore precinct, particularly as it is a walkable and cycleable precinct and is well served by public transport and taxis.

PUBLIC CONSULTATION

A consultation letter for the Lennox Street Car Park project was sent out on 12/10/18 and closed on 2/11/18. A letter as well as a copy of the design plan was sent to the local residents and shop owners in Lennox Street (Design Plan 6088 - Consultation Plan). A total of 25 letters were distributed. The proposal was uploaded to the Have Your Say website as well as 2 consultation signs installed on site within the carpark during the consultation period.

There were 13 responses generally supporting the proposed redesign works in the Lennox Street Car Park, Newtown; however, eight specifically objected to the loss of parking spaces and these are detailed below.

Five other responses did not relate to traffic matters and are noted here. Two requested that the street art be retained, one requested posts to tie up dogs be installed, one stated that the carpark should cater for accessible parking, motor bikes and bicycles only and the other solely related to concerns an adjoining residence had about protection of their property and whether adequate water proofing measures will be taken with the garden bed installations.

Council Officers have separately responded directly with the resident in regard to the latter response and their concerns in relation to protection and access to their property. Specifically, a damp-proof membrane will be provided with a kerb to separate from property boundary. Wheel-stops will be provided with a minimum of 1-1.1m overhang allowance to prevent impact to the private property wall and a strip of concrete will be indicated in the detailed design plans instead of landscaping to maintain the rear access.

Further, it is noted that there are no plans to alter or remove any existing street art. No extra poles to tie dogs have been provided specifically as part of this proposal as these are generally considered a hazard; however, with the proposed tree planting no doubt shaded spots to tie up dogs will be available.

Residents' Comments	Officer's Response
A local business operator noted they could not see the benefit of spending \$\$\$ to fix a carpark which is perfectly fine. They noted that as well as a waste of \$\$\$ at least 10 car parking spaces will be lost. They questioned why Council instead does not construct a two or multi- level car park which could more effectively service King Street local businesses. They requested Council to use	The purpose of the redesign and upgrade is to bring Lennox Street Car Park up to current car parking space size and alignment standards in accordance with Australian Standards for 'Off-street Parking'. Unfortunately, to make the car park compliant with Australian Standards there is a loss of 11 vehicle parking spaces. The works will, however, improve safety for drivers and pedestrians and increase carpark

<p>this time and money to work for local businesses that pay their way noting that 'if there is no parking the businesses won't survive'.</p> <p>It was suggested also that speed humps would need to be constructed if Entry is made from Church Street as vehicles speed into the car park now making it dangerous for anyone entering/exiting the back of the shops.</p> <p>The business owner noted that any improvement to lighting and resurfacing is both necessary and good.</p> <p>It was noted that a designated room for business skip bins is required.</p>	<p>functionality.</p> <p>In the interest of making the parking spaces easier to utilise by patrons, it is proposed that 2.7m wide angle parking bays are appropriate in this proposal. Further, the proposed layout is more efficient and entry and exit movements more streamlined.</p> <p>No off-street traffic calming is proposed with this design. Narrowing of the roadway and the slow environment of the car park itself will support low speeds. Further, this concern can be monitored post-construction.</p> <p>Noted.</p> <p>A strip of concrete has been proposed where all the skip bins can be stored. It is noted also that clothing bins are proposed to be removed as part of the proposal.</p>
<p>A local resident commented that the motorcycle parking spaces do not appear to have a time limit. Noting that without a time limit the limited number of spaces may be used for long term parking. They added that there should be a maximum of 24 hours or less for motorcycle parking.</p> <p>The resident noted that it would be good if there were additional bicycle parking spots; however, noted that they understood how difficult it is to find somewhere to put them.</p>	<p>The plan has now been amended to show the same time limits on the motorcycle parking signs as the rest of the carpark.</p> <p>Bicycle parking has been provided as part of the proposal.</p>
<p>A local resident noted that it would be potentially helpful to have some (maybe free - 5 -15 min parking spots) for quick turnover especially for <i>'when you just want to grab something really quick'</i> as the area is always very busy. They added that they have seen many people (including themselves) doing loops around the car park only to give up on busy nights and not bother (<i>when you just want to grab a bottle of milk or something on your way home</i>).</p> <p>The resident also expressed disappointment that the car park would have less parking spaces adding that <i>"everywhere in Newtown is so hectic to park, I would of thought one of the only "car parks" would be adding spots, not removing them"</i>.</p>	<p>The purpose of the redesign and upgrade is to bring Lennox Street Car Park up to current car parking space size and alignment standards in accordance with Australian Standards for 'Off-street Parking'. The works will improve safety for drivers and pedestrians and increase carpark functionality.</p> <p>Council does not propose to introduce free and/or short term parking (5 -15 minute parking) within the carpark as there is already a reduced number of parking spaces as a part of the proposal.</p> <p>Council has received feedback from the community that the previous narrower angle parking spaces across the LGA made it difficult to load and unload children and goods into vehicles, especially at shopping centre areas. Council has made a decision that in</p>

Item 9

	<p>these short-term parking areas, a minimum width of 2.7m will be applied.</p> <p>Council has balanced the need for wider parking spaces, with the provision of landscaping, trees and the rearrangement of the carpark to make it safer to use.</p>
<p>A local resident noted that Newtown has so little off street parking already that reducing parking by 11 spaces is ridiculous. They add: <i>'As the behemoth of WestConnex pushes its way into the Inner West and King Street has even more traffic there will be a need, I believe, for more off-street parking as King Street is overrun with cars. Is there any way to make the car park 2 storey I wonder?</i></p> <p>The resident noted that taking the entrance off Church Street is a great idea and should reduce the traffic that uses the parking area as a shortcut to avoid no left turn restriction.</p>	<p>The purpose of the redesign and upgrade is to bring Lennox Street Car Park up to current car parking space size and alignment standards in accordance with Australian Standards for 'Off-street Parking'. Unfortunately, to make the car park compliant with Australian Standards there is a loss of 11 vehicle parking spaces. The works will, however, improve safety for drivers and pedestrians and increase carpark functionality. At this time there are no plans to construct a 2 storey carpark.</p> <p>Noted. The proposed layout is more efficient and entry and exit movements more streamlined.</p>
<p>An adjoining local business noted that they run the Newtown IGA supermarket business at 259 King Street, Newtown and that they had concerns over the proposal: <i>"Naturally, we are concerned as are our shopkeeper neighbours when any removal/reduction in car spaces occurs, in an already tight parking area. If people can't park reasonably enough then inevitably we all lose patronage to the shopping centre competitors. This hurts your local businesses and the concept of the close, convenient, "just pop in" local business status."</i></p> <p>They noted that <i>"The other items we'd like to bring to Councils attention, is that consider the fire escape exits from the building and not introduce parking for bikes or vehicles etc in any way that might interfere with such access."</i></p>	<p>The purpose of the redesign and upgrade is to bring Lennox Street Car Park up to current car parking space size and alignment standards in accordance with Australian Standards for 'Off-street Parking'. Unfortunately, to make the car park compliant with Australian Standards there is a loss of 11 vehicle parking spaces. The works will, however, improve safety for drivers and pedestrians and increase carpark functionality.</p> <p>Noted. The access to the fire escape entry will be maintained.</p>
<p>A local worker said that Newtown <i>'needs more parking – so many people tell us at work that they would shop more often if parking wasn't such an issue.'</i></p>	<p>Noted.</p>

<p>A local resident acknowledges that Lennox Street car park is a narrow car park and the outcomes the redesign hopes to achieve in making it more accessible, however they query why push 'best practice' and have 2.7 metre widths – citing that <i>"this is Newtown, space is at an absolute premium! Parking is horrendous. The surrounding streets are extremely narrow. It is just one of those things that people come to accept, living or travelling in this area, you are lucky to even get a car park, let alone a wide one - if you take out 11 car bays you significantly reduce the capacity of this car park. What would be better is if the council considered constricting a multi-story car park on the site..."</i></p>	<p>The purpose of the redesign and upgrade is to bring Lennox Street Car Park up to current car parking space size and alignment standards in accordance with Australian Standards for 'Off-street Parking'. The works will improve safety for drivers and pedestrians and increase carpark functionality.</p> <p>Council has received feedback from the community that the previous narrower angle parking spaces across the LGA made it difficult to load and unload children and goods into vehicles, especially at shopping centre areas. Council has made a decision that in these short-term parking areas, a minimum width of 2.7m will be applied.</p> <p>Council has balanced the need for wider parking spaces, with the provision of landscaping, trees and the rearrangement of the carpark to make it safer to use.</p> <p>At this time there are no plans to construct a 2 storey carpark.</p>
<p>A local resident generally agreed with the design however noted that <i>"a car share space or 2. I get you're probably reluctant to do that in context of loss of parking but you could trial usage. Inner west council doesn't do enough to promote car share - the difference with city of sydney is noticeable."</i></p>	<p>Noted. Further, it is noted that two additional designated car share parking spaces were recommended to be provided on the eastern side of Simmons Street in the most recent Newtown-Enmore precinct parking study.</p>

CONCLUSION

It is recommended that the design plan (Design Plan 6088_A) for the proposed redesign and upgrade of Lennox Street Car Park and associated signs and linemarking be approved, to improve safety for drivers and pedestrians, and increase the carpark functionality.

ATTACHMENTS

Nil.

Item No: LTC1218 Item 10

Subject: 31 Fort Street, Petersham - Proposed 'No Parking' and P15 minute 7am-3pm restrictions (Stanmore Ward/Newtown Electorate/Inner West PAC)

Prepared By: Mary Bailey - Parking Planner

Authorised By: John Stephens - Traffic and Transport Services Manager

SUMMARY

Following community representation, Council is proposing to implement 'No Parking' and short term parking restrictions in Fort Street, Petersham to improve access to parking for the boarding house at No.33 Fort Street which in a charitable capacity, provides free accommodation for people from the Pacific Islands to enable them to receive specialist medical treatment. The boarding house generates a constant turnover of people who are requiring assistance getting in and out of taxis and specialist transport, often with substantial luggage.

The provision of the proposed 'No Parking' zone will increase opportunities for taxis and shuttle buses to pick up and drop off patrons, and the proposed short term parking will enable taxis and other transport vehicles to park and collect people with mobility issues, thus improving the safety for drivers and patrons by reducing the friction with passing traffic.

RECOMMENDATION

THAT the installation of:

1. A 10m 'No Parking' restriction in Fort Street (southern side) at Kirkpatrick Lane (both sides of lane); and
2. A 8m 'P15 minute 7am-3pm restriction in Fort Street (southern side from proposed 'No Parking' restriction) to property No.31 Fort Street, be approved.

BACKGROUND

Fort Street is a 10m wide local road which has parking on both sides at the subject location.

Current restrictions

2P 8am-10pm Mon-Fri permit parking has been installed on the northern side of Fort Street and the southern side has unrestricted parking.

The northern side has mainly single unit dwellings and the southern side a number of multi-unit dwellings including the Beutemp Beaupre Pension; a boarding house, which in a charitable capacity, provides free accommodation for people from several Pacific Islands who travel to Sydney to receive specialist medical treatment. The boarding house generates a constant turnover of people who are requiring assistance getting in and out of taxis and specialist transport, often with substantial luggage.

The provision of the proposed 'No Parking' zones will increase opportunities for taxis, and shuttle buses to pick up and drop off patrons and the proposed short term parking will enable taxis and other transport vehicles to park and collect people with mobility issues, and improve the safety for drivers and patrons by reducing the friction with the passing traffic. The proposed 'No Parking' restrictions at the intersection are consistent with the objective of maintaining clear sight distances at the intersection. The infrequent nature of the drop off/pick up activity

and the short duration of these activities will only marginally impact sight lines at this intersection.

Reports have been received that currently vehicles which are transporting patients to the boarding house are forced to double park and this is creating a dangerous and frustrating situation for all involved.

The proposal is detailed in **Figure 1** below.



Figure 1: Proposal for Parking Restrictions in Fort Street at Kirkpatrick Lane, Petersham

FINANCIAL IMPLICATIONS

The cost of the supply and installation of the signage will be funded from Council's signs and line markings budget.

PUBLIC CONSULTATION

On 31 October 2018, forty eight (48) letters detailing the proposal were sent to owners and occupiers of affected properties. The address area for distribution of the proposal is illustrated in **Figure 2** below.

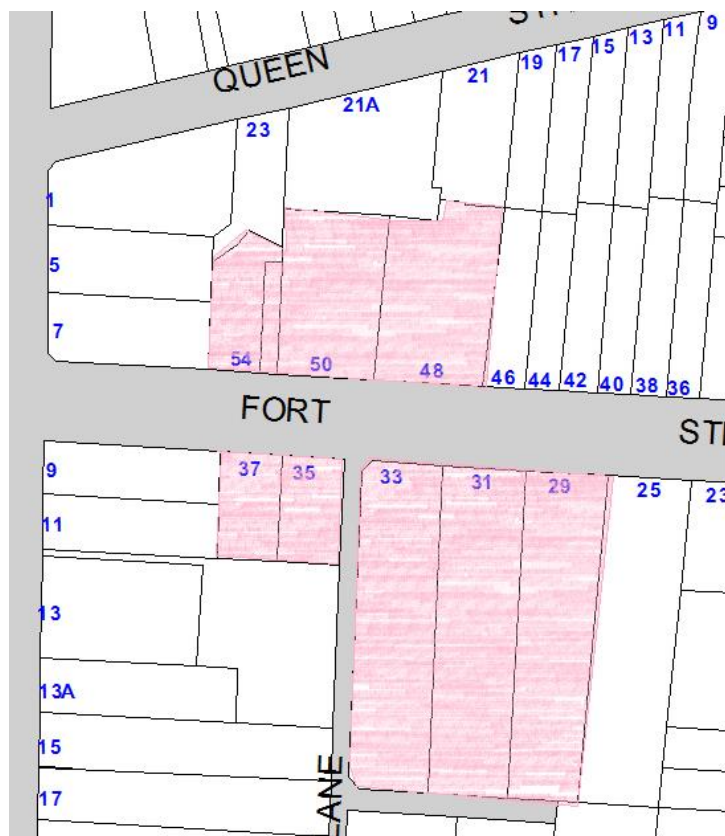


Figure 2: Mailing distribution area for proposal properties highlighted

Three submissions were received, one (1) in support and two (2) objecting. The people who objected stated that there was not sufficient unrestricted parking at present and that the proposal would result in the loss of 3-4 spaces. Feedback from the doctor's surgery opposite the subject location was supporting of the proposed short term parking.

Submission	Officer's response
Object There was objection from two (2) respondents based on the claim that 3-4 unrestricted parking spaces would be lost	The proposed 'No Parking' restrictions do not remove any parking as it is within the 10m of the intersection with Kirkpatrick Lane and therefore are not considered viable/legal parking spaces. The proposed 8 metres of 15 minute parking equates to one (1) parking space which remains unrestricted outside the proposed hours of the restrictions (7am-3pm).
Support There was support from the doctor's surgery opposite the subject location. Respondent reported current difficulty picking up and dropping off patients.	The proposed short term parking provides opportunity for drop off pick up for the doctor's surgery patients.

CONCLUSION

Given the nature of the activities associated with the properties in the subject section of Fort Street and the difficulties experienced in dropping off and picking patients, it is recommended that the proposal should be supported, which will allow improved opportunities for dropping off and picking up patients and visitors to the health related boarding house accommodation at No.33 Fort Street, as well as the doctor's surgery opposite.

ATTACHMENTS

Nil.

Item No: LTC1218 Item 11

Subject: Unnamed Laneway (Rear of Nos.55A-57 Albert Street), Leichhardt - Proposed Extension of 'No Stopping' Zone (Leichhardt Ward/ Balmain Electorate/ Leichhardt LAC)

Prepared By: Felicia Lau - Engineer - Traffic and Parking Services

Authorised By: John Stephens - Traffic and Transport Services Manager

SUMMARY

Council has received concerns regarding parked vehicles obstructing driveway access to off-street parking at the rear of House Nos. 55A and 57 Albert Street in an unnamed Laneway, east of Flood Street, Leichhardt.

RECOMMENDATION

THAT the existing 'No Stopping' restriction on the northern side of the unnamed laneway at the rear of Nos.55A and 57 Albert Street, at the intersection of Flood Street, Leichhardt be extended to 10 metres.

BACKGROUND

Council has received concerns from a resident of Albert Street, Leichhardt regarding two vehicles parking on the northern side of the laneway, (east of Flood Street) and overhanging the existing 'No Stopping' zone and subsequently obstructing rear driveway access to their property.

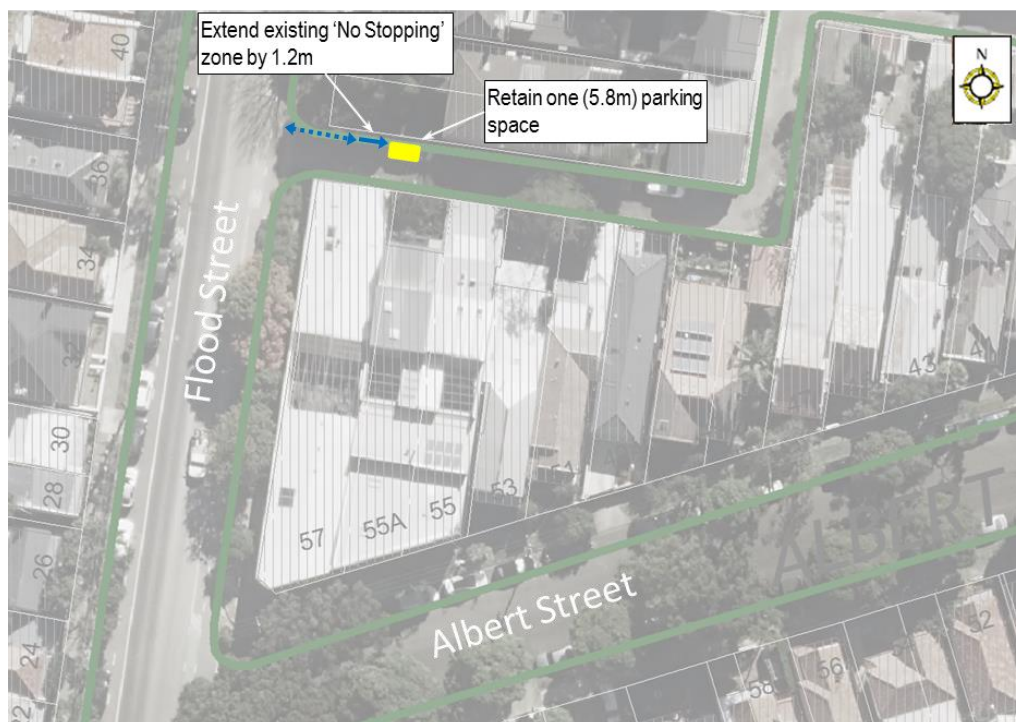
The existing parking zone is approximately 7 metres in length and it is not wide enough for two small cars to be parked in the area without overhanging into the 'No Stopping' zone. In any occasion when two small cars are parked in the area, driveway access will be obstructed.

FINANCIAL IMPLICATIONS

Nil.

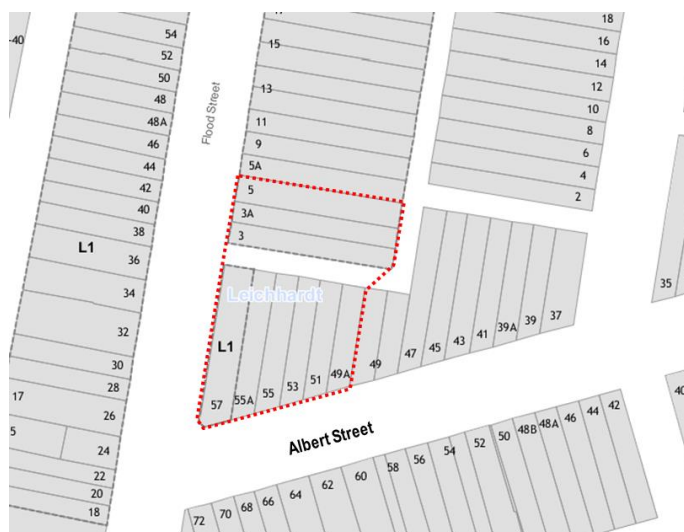
OTHER STAFF COMMENTS

It is proposed to extend the existing 'No Stopping' zone on the northern side of the laneway, east of Flood Street to the statutory 10 metre length. This proposal will retain a 5.8m parking space which will remove ambiguity and clearly indicate that only one standard car may park in this location. The proposal is shown in the following plan.



PUBLIC CONSULTATION

A letter outlining the above proposal was mailed out to the affected properties (9 properties) in Albert Street and Flood Street, Leichhardt.



No objections have been received during the consultation period. One support email was received with the following suggestions.

Resident Feedback	Traffic Engineer
The parking space to be converted to "2P" parking limit.	The existing resident parking scheme (RPS) is only available in Flood Street therefore it cannot be extended towards the laneway at this stage. Investigation to extend the existing RPS Area can be undertaken separately if Council receives two more requests to extend the existing RPS.
"No Stopping" sign moved closer to the corner so more visible.	Statutory 10m 'No Stopping' signs are only located at the start/ end of an area. The proposed position will be visible to motorists entering the laneway.

CONCLUSION

Nil.

ATTACHMENTS

Nil.

Item No: LTC1218 Item 12

Subject: James Lane, Balmain East - Proposed Extension of 'No Parking' Restriction (Balmain Ward/ Balmain Electorate/ Leichhardt LAC)

Prepared By: David Yu - Engineer - Traffic and Parking Services

Authorised By: John Stephens - Traffic and Transport Services Manager

SUMMARY

Council has received concerns regarding pedestrian accessibility to No.1 James Lane, Balmain East due to vehicles that are parked on the northern side of James Lane directly in front of the property.

RECOMMENDATION

THAT the existing 'No Parking' zone be extended to the west to include the 3.4m unrestricted parking area on the northern side of James Lane, Balmain East (in front of No.1 James Lane).

BACKGROUND

Council has received concerns from a resident of James Lane, Balmain East regarding vehicles parking on the northern side of James Lane and subsequently obstructing pedestrian access to property No.1 James Lane.

There is no formal footpath in James Lane and all pedestrian access is via the road carriageway. Therefore, any vehicle parked across a pedestrian entrance obstructs access.

There is an existing 'No Parking' zone on the northern side of James Lane that extends 8m from the end of the lane to allow vehicular access to the garage and area for turning around to exit the lane; however, this 'No Parking' zone ends prior to the pedestrian access of No.1 James Lane as shown on the following figure.



FINANCIAL IMPLICATIONS

Nil.

OTHER STAFF COMMENTS

It is proposed to extend the existing 'No Parking' zone to the west by 3.4m on the northern side of James Lane (in front of 1 James Lane) as shown on the following plan.

The proposal is expected to result in a loss of one (1) on-street car parking space.

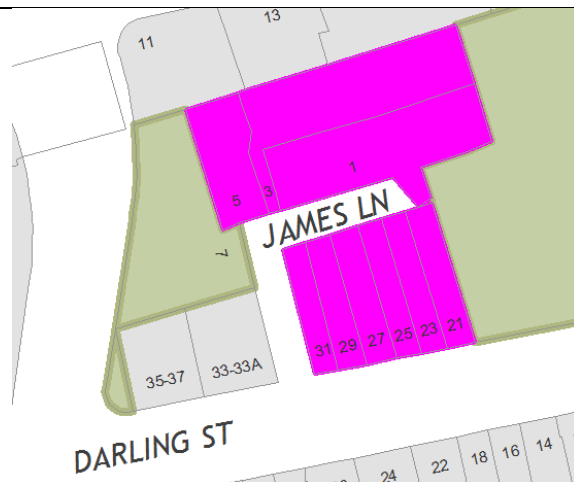


PUBLIC CONSULTATION

A letter outlining the above proposal was mailed out to the affected properties (10 properties) in Darling Street and James Lane, Balmain East.

Three (3) responses were received. Two (2) in support and one (1) objecting to the proposal.

The table below shows the comments raised by the residents.



Residents' Comments	Officer Comments
<i>There should be no parking on the northern side of James Lane as it restricts access to</i>	The proposed extension of the 'No Parking' zone would provide improved

<i>the rear driveways of 23 to 29 Darling Street, Balmain East (Resident of No. 27 Darling Street).</i>	vehicle accessibility to No. 27 Darling Street. Council has not received any other concerns from the other residents between No. 23 to 29 regarding vehicle accessibility to their properties.
<i>As I am directly affected by the current parking situation and hope that the matter is resolved quickly to allow safe access to my home.</i>	Proposal seeks to provide safe access to property.
<i>There is not enough parking for all the residents in James Lane. No.3 James Lane will have a renovation shortly additional parking will be needed. Numbers 1, 3 and 5 all rely on on-street parking.</i>	The existing parking impedes pedestrian access to No.1 James Lane. It is illegal to park in a manner which obstructs pedestrian access and the proposal seeks to provide safe access to the property. These three properties have been issued current resident parking permits to allow them to park nearby in the Area BE Resident Parking Scheme.

CONCLUSION

Nil.

ATTACHMENTS

Nil.

Item No: LTC1218 Item 13

Subject: Silver Street at Unwins Bridge Road, St Peters - Proposed installation of 'No Stopping' restrictions (Marrickville Ward/Heffron Electorate/Inner West LAC)

Prepared By: Mary Bailey - Parking Planner

Authorised By: John Stephens - Traffic and Transport Services Manager

SUMMARY

Following community representation, it is proposed to signpost statutory 'No Stopping' restrictions in Silver Street, St Peters, at its intersection with Unwins Bridge Road, in order to prevent illegal parking and improve safety at the entry into Silver Street.

RECOMMENDATION

THAT the installation of 10m 'No Stopping' restrictions on both sides of Silver Street at Unwins Bridge Road, St Peters be approved.

BACKGROUND

Concerns have been raised by residents regarding vehicles parking in Silver Street too close to its intersection with Unwins Bridge Road.

This illegal parking behaviour obstructs sight lines as well as access in and out of Silver Street.

The proposal is illustrated in **Figure 1** below.

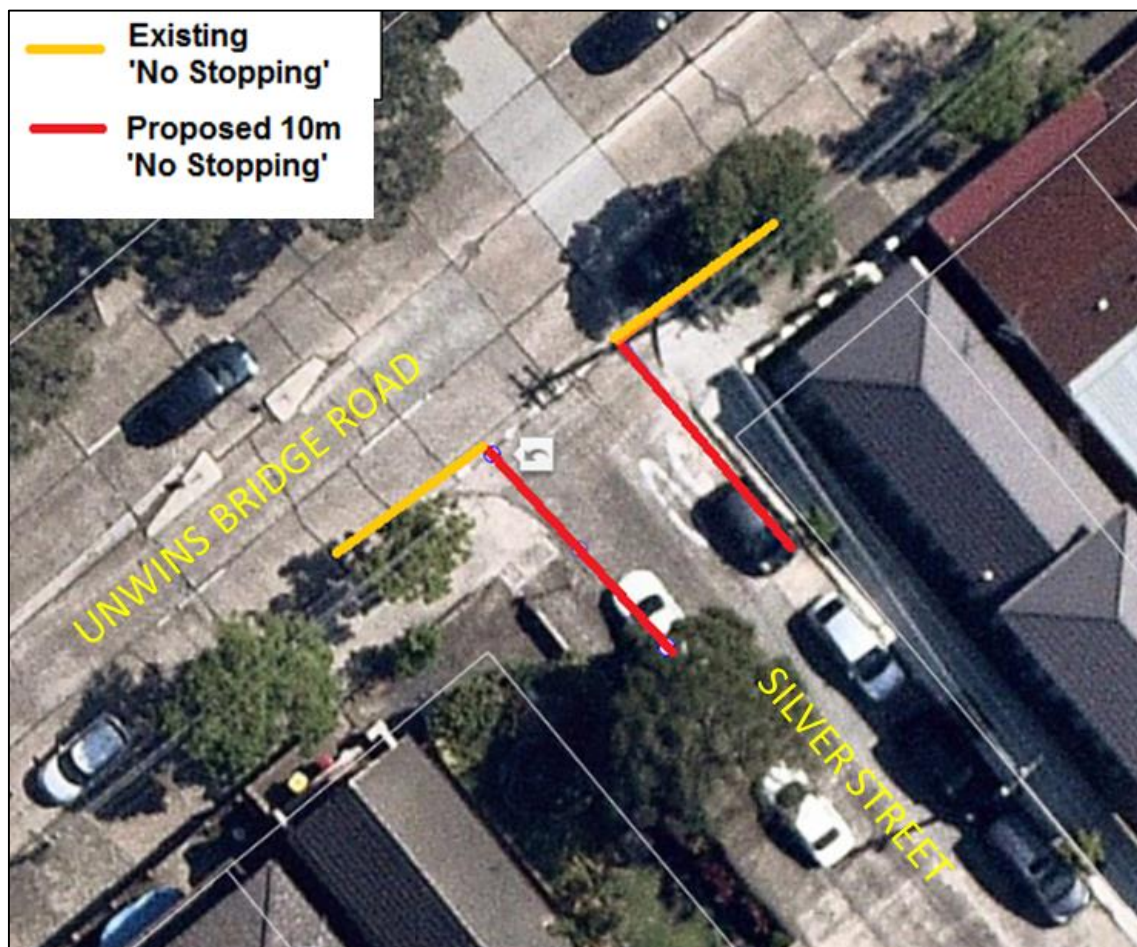


Figure1: Existing and Proposed 'No Stopping' at subject location

FINANCIAL IMPLICATIONS

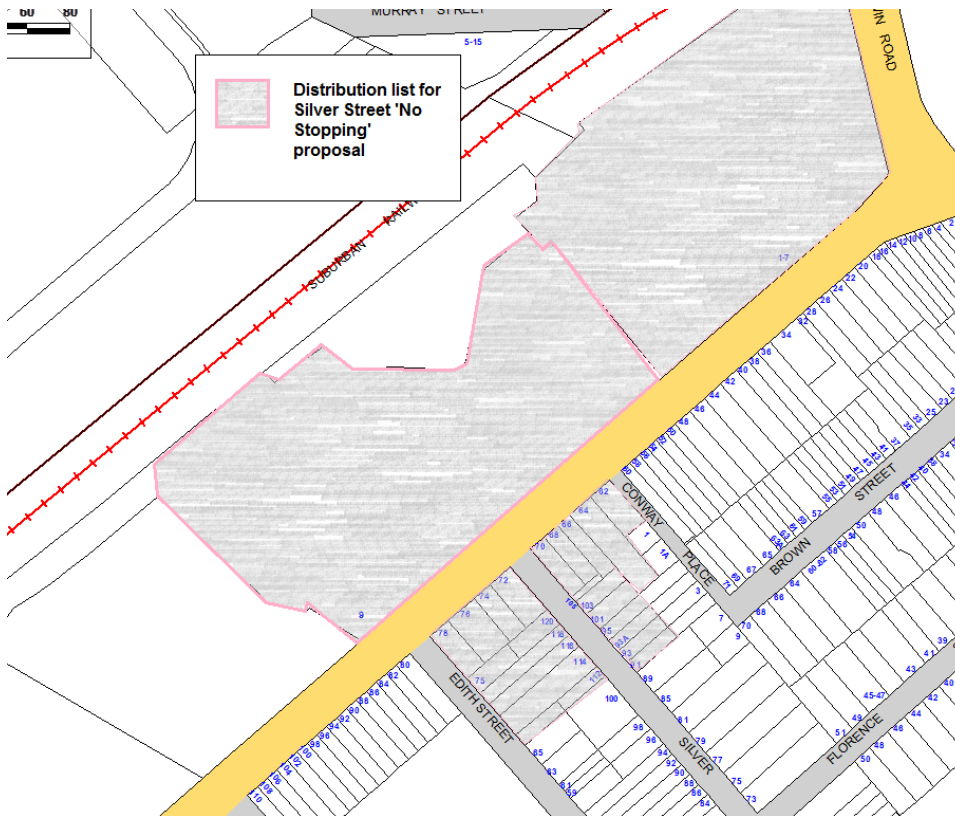
The cost of the supply and installation of the signage will be funded from Council's operational budget.

PUBLIC CONSULTATION

A notification letter was hand delivered on 14 November, 2018 to affected residents and businesses in the area advising that the proposal was being considered at the December meeting of the Local Traffic Committee.

One comment was received from a resident in support of the proposal.

The distribution area for the letters notifying residents of the proposal is illustrated in **Figure 2** below.



CONCLUSION

Signposting the statutory 10m 'No Stopping' restrictions in Silver Street at Unwins Bridge Road, St Peters will improve safety by improving sight lines as well as access into and out of Silver Street.

ATTACHMENTS

Nil.

Item No: LTC1218 Item 14

Subject: Minor Traffic Facilities (All Wards/ All Electorates/ All LACs)

Prepared By: Vinoth Srinivasan - Engineer - Traffic and Parking Services

Authorised By: John Stephens - Traffic and Transport Services Manager

SUMMARY

This report considers minor traffic facility applications received by Inner West Council, including 'Disabled Parking' and 'Works Zone' requests.

RECOMMENDATION

THAT:

1. A 6m 'Disabled Parking' zone be removed in front of No.9 Foucart Street, Rozelle as it is no longer required;
2. A 5.5m 'Disabled Parking' zone be installed in front of No.50 Henry Street, Lilyfield;
3. A 6m 'Disabled Parking' zone be installed in front of No.16 Loughlin Street, Rozelle replacing the existing resident parking scheme restrictions;
4. A 10m 'Works Zone 7.00am – 5.00pm Mon-Fri and 7.00am – 1.00pm Sat' be installed in front of No.109 Birchgrove Road, Birchgrove for 12 weeks;
5. An 9m 'Works Zone 7.00am – 5.00pm Mon – Fri and 7.00am – 1.00pm Sat' be installed in front of No.406 and No.408 Darling Street, Balmain, subject to the applicant receiving written concurrence from the business owners at No.406 Darling Street, Balmain;
6. A 9m 'Works Zone 7.00am – 5.00pm Mon-Fri and 7.00am – 1.00pm Sat' be installed in front of Nos.219-221 Enmore Road, Enmore for 12 weeks;
7. A 13m 'Works Zone 7.00am – 5.00pm Mon – Fri, 7.00am – 1.00pm Sat' be installed in front of No.52 Florence Street, St Peters for 12 weeks;
8. A 20m 'Works Zone 7.00am – 5.00pm Mon-Fri and 7.00am – 1.00pm Sat' be installed on Applebee Street along the rear boundary of Nos.47-61 Princess Highway, St Peters for 12 weeks;
9. A 6m 'Disabled Parking' zone be installed in front of No.116 Darley Street, Newtown extending across the redundant crossing;
10. A 6m 'Disabled Parking' zone be installed in front of No.93 Silver Street, St Peters;
11. A 6m 'No Parking 4pm-6pm Mon-Fri; Disabled Parking At Other Times' zone be installed in front of No.46 Unwins Bridge Road, St Peters;
12. A 5.5m 'Disabled Parking' zone be installed in front of No.163 Old Canterbury Road, Dulwich Hill, subject to RMS approval as Old Canterbury Road is a classified State Road; and
13. A 5.5m 'Disabled Parking' zone be installed in front of No.81 Windsor Road, Dulwich Hill.

BACKGROUND

This report considers minor traffic facility applications by Inner West Council, and includes 'Disabled Parking' and 'Work Zone' requests.

FINANCIAL IMPLICATIONS

Nil.

OTHER STAFF COMMENTS

1. Removal of 'Disabled Parking' Restriction – Foucart Street, Rozelle

A family member of the applicant of the 'Disabled Parking' zone in front of No.9 Foucart Street, Lilyfield has notified Council that the applicant has passed away and thus the 'Disabled Parking' zone is no longer required.

It is recommended that the 6m 'Disabled Parking' space in front of No.9 Foucart Street, Lilyfield be removed as the zone is no longer required.

2. Installation of a 'Disabled Parking' restriction – Henry Street, Lilyfield.

The resident of No.50 Henry Street, Lilyfield has requested the installation of a 'Disabled Parking' zone in front of the resident's property.

A site investigation has revealed that the property does not have off street parking.

The applicant does require the use of a wheelchair and there is a driveway adjacent to the property to access the footpath and subject property's front gate.

It is recommended that a 5.5m 'Disabled Parking' zone be installed in front of No.50 Henry Street, Lilyfield.



No.50 Henry Street, Lilyfield

3. Installation of a 'Disabled Parking' restriction – Loughlin Street, Rozelle

The resident of No.16 Loughlin Street, Rozelle has requested the installation of a 'Disabled Parking' zone in front of the resident's property.

A site investigation has revealed the property does not have off street parking.

The applicant does not require the use of a wheelchair.

It is recommended that a 6m 'Disabled Parking' zone be installed in front of No.16 Loughlin Street, Rozelle replacing the existing resident parking scheme restrictions.



No.16 Loughlin Street, Rozelle

4. Installation of 'Works Zone' restriction – Birchgrove Road, Birchgrove

The applicant has requested the installation of a temporary 10m 'Works Zone 7.00am – 5.00pm Mon – Fri, 7.00am – 1.00pm Sat' in front of No.109 Birchgrove Road, Birchgrove.

It is recommended that a 10m 'Works Zone 7.00am – 5.00pm Mon – Fri, 7.00am – 1.00pm Sat' be installed in front of No.109 Birchgrove Road, Birchgrove for 12 weeks.



No.109 Birchgrove Road, Birchgrove

5. Installation of 'Works Zone' restriction – Darling Street, Balmain

The applicant has requested the installation of a temporary 9m 'Works Zone 7.00am – 5.00pm Mon-Fri, 7.00am – 1.00pm Sat' in front of No.406 and No.408 Darling Street, Balmain, for works to No.408 Darling Street.

It is recommended that a 9m 'Works Zone 7.00am – 5.00pm Mon – Fri, 7.00am – 1.00pm Sat' be installed in front of No.406 and No.408 Darling Street, Balmain for 12 weeks, replacing the existing parking restrictions. This is subject to the applicant receiving written concurrence from the business owners at No.406 Darling Street, Balmain.



No.406 and No.408 Darling Street, Balmain

6. Installation of 'Works Zone' restriction – Enmore Road, Enmore

The applicant has requested the installation of a temporary 9m 'Works Zone 7.00am – 5.00pm Mon – Fri, 7.00am – 1.00pm Sat' in front of Nos.219-221 Enmore Road, Enmore.

It is recommended that a 9m 'Works Zone 7.00am – 5.00pm Mon – Fri, 7.00am – 1.00pm Sat' be installed in front of Nos.219-221 Enmore Road, Enmore for 12 weeks.



Nos.219-221 Enmore Road, Enmore

7. Installation of 'Works Zone' restriction – Florence Street, St Peters

The applicant has requested the installation of a temporary 13m 'Works Zone 7.00am – 5.00pm Mon – Fri, 7.00am – 1.00pm Sat' in front of No.52 Florence Street, St Peters for 12 weeks.

It is recommended that a 13m 'Works Zone 7.00am – 5.00pm Mon – Fri, 7.00am – 1.00pm Sat' be installed in front of No.52 Florence Street, St Peters for 12 weeks.



No.52 Florence Street, St Peters

8. Installation of 'Works Zone' restriction – Applebee Street, St Peters

The applicant has requested the installation of a temporary 20m 'Works Zone 7.00am – 5.00pm Mon-Fri and 7.00am – 1.00pm Sat' be installed on Applebee Street along the rear boundary of Nos.47-61 Princess Highway, St Peters.

It is recommended that a 20m 'Works Zone 7.00am – 5.00pm Mon – Fri, 7.00am – 1.00pm Sat' be installed on Applebee Street along the rear boundary of Nos.47-61 Princess Highway, St Peters for 12 weeks.



Nos.47-61 Princess Highway, St Peters, viewed from Applebee Street

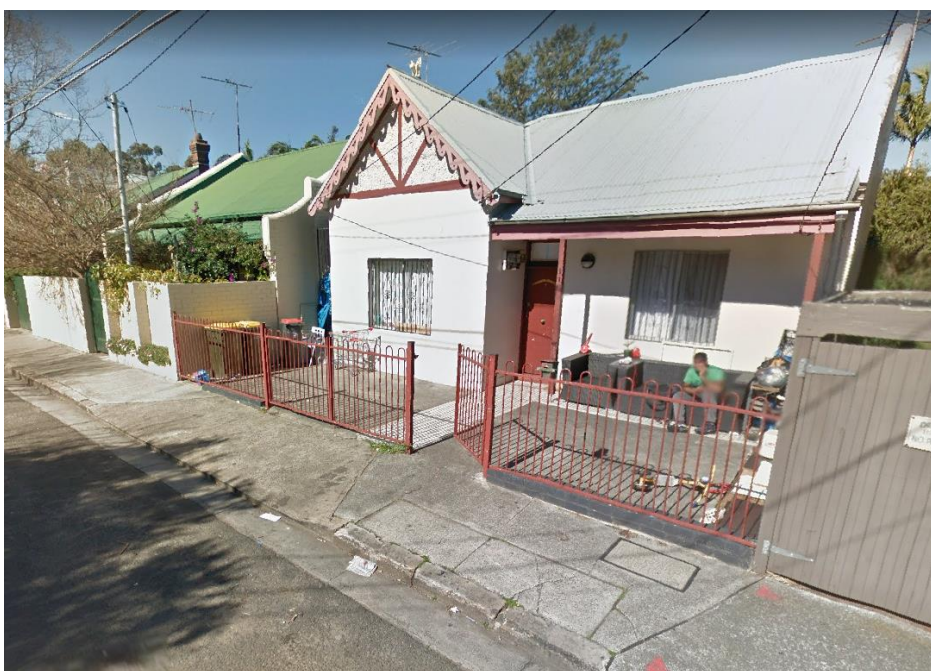
9. Installation of a 'Disabled Parking' restriction – Darley Street, Newtown

The resident of No.116 Darley Street, Newtown has requested the installation of a 'Disabled Parking' zone in front of the resident's property.

A site investigation has revealed the property does have a hard stand area in front of the building; however, this area has insufficient dimensions for a parking space and the vehicle crossing is considered redundant.

The applicant does not require the use of a wheelchair.

It is recommended that a 6m 'Disabled Parking' zone be installed in front of No.116 Darley Street, Newtown extending across the redundant crossing.



No.116 Darley Street, Newtown

10. Installation of a 'Disabled Parking' restriction – Silver Street, St Peters

The resident of No.93 Silver Street, St Peters has requested the installation of a 'Disabled Parking' zone in front of the resident's property.

A site investigation has revealed the property does not have off street parking.

The applicant does not require the use of a wheelchair.

It is recommended that a 6m 'Disabled Parking' zone be installed in front of No.93 Silver Street, St Peters.



No.93 Silver Street, St Peters

11. Installation of a 'Disabled Parking' restriction – Unwins Bridge Road, St Peters

The resident of No.46 Unwins Bridge Road, St Peters has requested the installation of a 'Disabled Parking' zone in front of the resident's property.

A site investigation has revealed the property does not have off street parking.

The applicant does not require the use of a wheelchair.

There are currently PM Peak 'No Parking' restrictions on the southern side of Unwins Bridge Road to allow 2 lanes of traffic to travel southbound (outbound from the City).

It is recommended that a 6m 'No Parking 4pm-6pm Mon-Fri; Disabled Parking At Other Times' zone be installed in front of No.46 Unwins Bridge Road, St Peters.



No.46 Unwins Bridge Road, St Peters

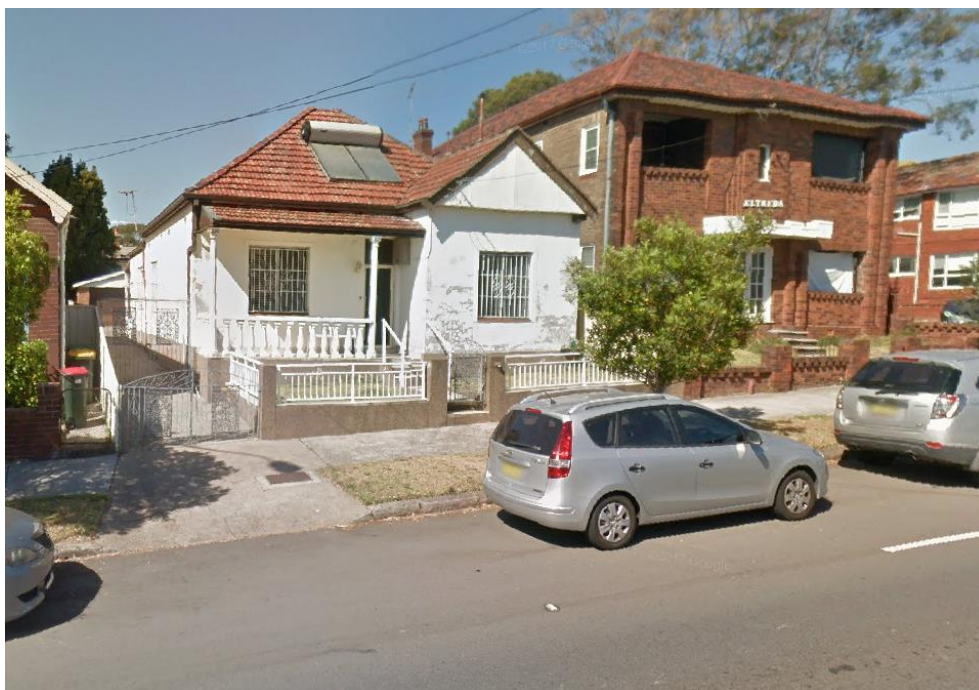
12. Installation of a 'Disabled Parking' restriction – Old Canterbury Road, Dulwich Hill

The resident of No.163 Old Canterbury Road, Dulwich Hill has requested the installation of a 'Disabled Parking' zone in front of the resident's property.

A site investigation has revealed the property does have off street parking; however, the internal dimensions are insufficient to accommodate a car (2.4m long; 2.7m wide before the width reduces to approximately 2.2m).

The applicant does not require the use of a wheelchair.

It is recommended that a 5.5m 'Disabled Parking' zone be installed in front of No.163 Old Canterbury Road, Dulwich Hill, subject to RMS approval as Old Canterbury Road is a classified State Road.



No.163 Old Canterbury Road, Dulwich Hill

13. Installation of a 'Disabled Parking' restriction – Windsor Road, Dulwich Hill

The resident of No.81 Windsor Road, Dulwich Hill has requested the installation of a 'Disabled Parking' zone in front of the resident's property.

A site investigation has revealed the property does have off street parking; however, the internal clear width is insufficient to accommodate a car (2m).

The applicant does not require the use of a wheelchair.

It is recommended that a 5.5m 'Disabled Parking' zone be installed in front of No.81 Windsor Road, Dulwich Hill.



No.81 Windsor Road, Dulwich Hill

PUBLIC CONSULTATION

Nil.

CONCLUSION

Nil.

ATTACHMENTS

Nil.

Item No: LTC1218 Item 15

Subject: Tramway Street, Tempe - Proposed 'No Parking' in the cul de sac (Marrickville Ward/Heffron Electorate/ Inner West PAC)

Prepared By: Mary Bailey - Parking Planner

Authorised By: John Stephens - Traffic and Transport Services Manager

Item 15

SUMMARY

Following community representation and investigation, Council is proposing to implement 'No Parking' restrictions in Tramway Street to improve vehicle access and manoeuvrability in the vicinity of the end of the cul de sac. Concerns were raised by residents at the parking impact of the drivers from the Tempe Bus Depot parking their private vehicles in the cul de sac section of Tramway Street. Following consultation with affected residents, there have been no objections received to the proposal.

RECOMMENDATION

THAT the installation of a 10m 'No Parking' restriction in Tramway Street (southern side) between the end of the street and opposite property No. 8 Tramway Street, Tempe be approved.

BACKGROUND

Council is proposing changes to parking restrictions in Tramway Street, Tempe. The proposal comes about as a result of a resident request to remove parking in the cul de sac to allow for vehicles to turn around and not have to reverse out of the street. The proposal is illustrated in **Figure 1** below. The parking situation at the subject location is further detailed in **Figure 2** and **Figure 3** below.

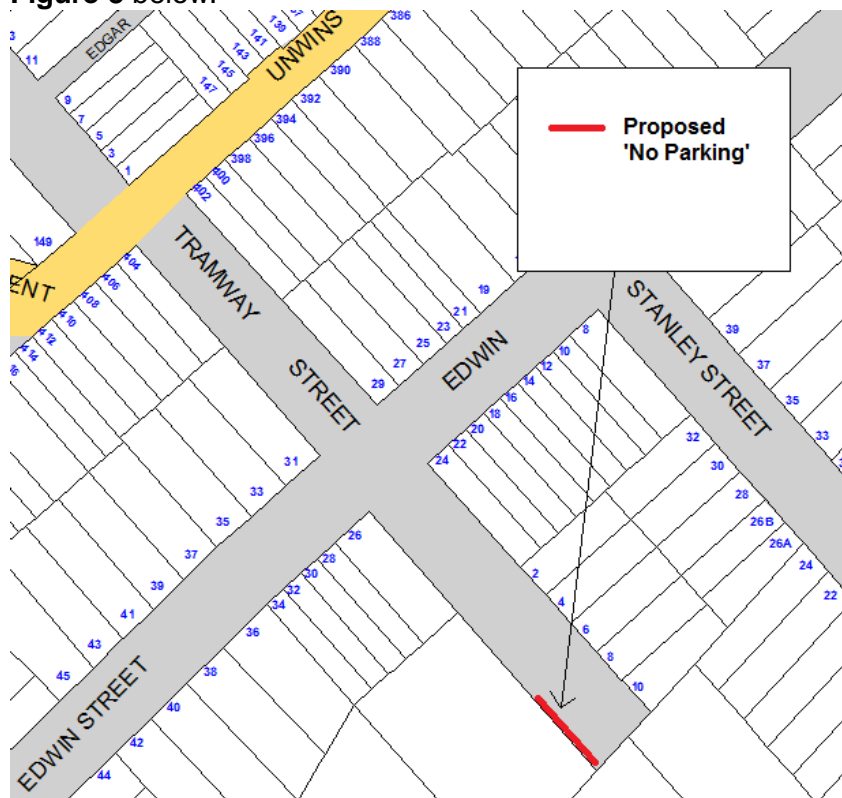


Figure 1: proposal for 'No Parking' in cul de sac of Tramway Street



Figure 2: Illustration of location of proposed 'No Parking'

In **Figure 2**, the area affected by the proposal is indicated by a red line. The area equates to a space in which 2 vehicles can be parked as illustrated below in **Figure 3** below.

Figure 3 also shows the impact of vehicles being parked in the location where "No Parking" is proposed. The result is that there is insufficient room for a vehicle to turn. It should be noted that the gates to the industrial site at the end of the cul de sac are closed after hours, necessitating the use of the turning circle and the driveway of property no. 10 Tramway Street

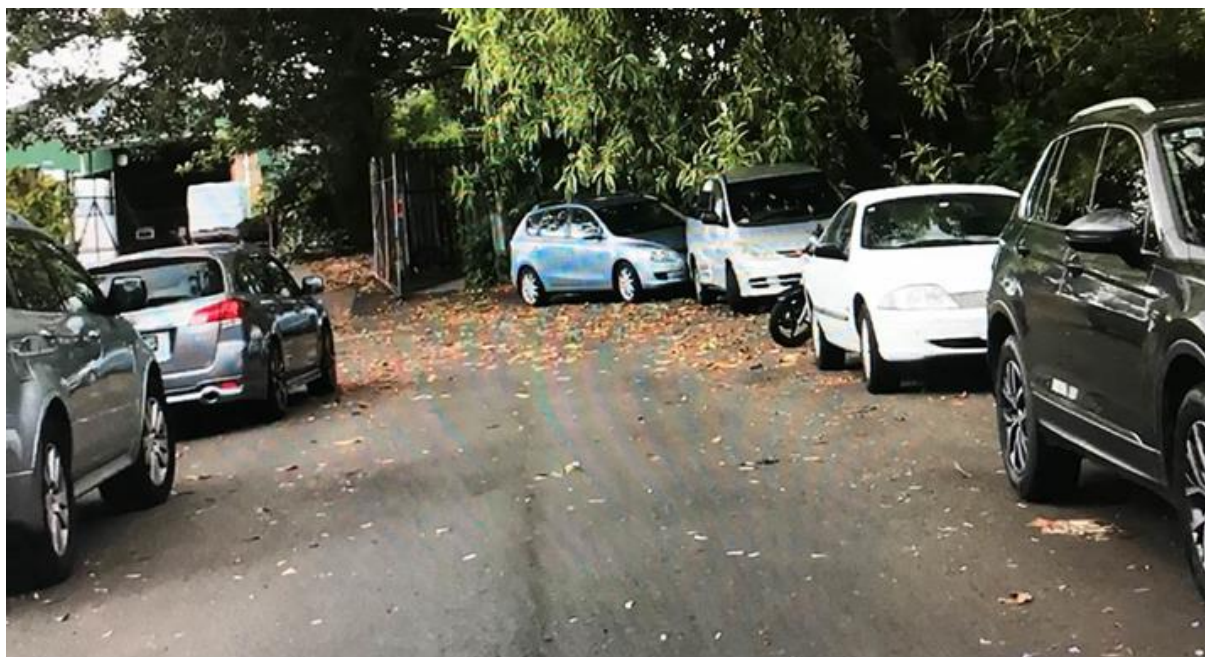


Figure 3: Vehicles parked in the location where "No Parking" is proposed

FINANCIAL IMPLICATIONS

The cost of the supply and installation of the signage will be funded from Council's signs and line markings budget.

OTHER STAFF COMMENTS

There is a history of issues related to parking in Tramway Street and other nearby streets by private vehicles associated with the Tempe Bus Depot. Reports have also been received that private vehicles associated with the nearby Betty Spears Child Care Centre are also parking in surrounding streets. Investigations and discussions are underway to clarify the conditions of the Development Consent of the Tempe Bus Depot and to determine the impacts of the parking of private vehicles from the bus depot and the child care centre. These issues will be managed through Council's Compliance section.

PUBLIC CONSULTATION

On 31 October, 2018 a letter was sent to residents of properties directly affected by the proposal. (See **Figure 4** below for the mailing list.)

Residents were advised that the matter would be discussed at the December 2018 Local Traffic Committee.

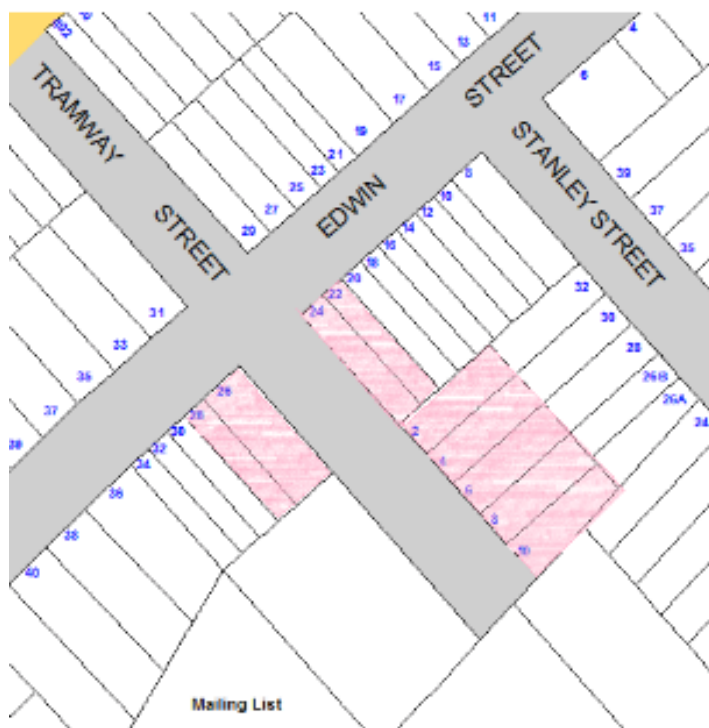


Figure 4: Distribution list for consultation letters

There were five (5) responses in total; three (3) from Tramway Street and two (2) from Edwin Street. Residents of Edwin Street reported impacts in Edwin Street from parking of private vehicles associated with the bus depot and the nearby child care centre. Residents of Tramway Street reported impacts from the parking of private vehicles by bus depot staff. The proponent sought the removal of parking in the cul de sac to improve safety and access.

Response	Office Comment
Object Several residents expressed concern at lack of parking in the street, specifically related to the use of the street by private vehicles associated with the Tempe Bus Depot.	Site investigations indicate that there is likely parking by vehicles related to the bus depot. There is however evidence that parking is generally available nearby, in the northern end of Tramway Street and in Edwin Street.
Support The proponent sought the installation of 'No parking' to allow for turning in the cul de sac,	Any parking in the location subject to the 'No Parking' proposal would reduce the ability of vehicles to turn in the cul de sac reducing the

so it would not be necessary for vehicles to reverse out of Tramway Street	<p>safety of vehicles existing the cul de sac.</p> <p>The impact on parking supply is not significant and the safety gains are considered as a priority</p>
--	---

CONCLUSION

Considering the constraints in the cul de sac and the undesirability of having vehicles reversing to exit the street, the proposal to implement 'No Parking' in the cul de sac of Tramway Street is supported.

ATTACHMENTS

Nil.

Item No: LTC1218 Item 16

Subject: Holden Street, Ashfield - Proposed relocation of Bus Zone to outside the Ashfield Baptist Church. (Ashfield Ward/Summer Hill Electorate/Burwood PAC)

Prepared By: Boris Muha - Engineer – Traffic and Parking Services

Authorised By: John Stephens - Traffic and Transport Services Manager

SUMMARY

Concerns have been raised regarding vehicle congestion and movement out of the Ashfield Mall carpark onto Holden Street partially due to the location of an existing 'Bus Zone' on the western side of Holden Street, between the carpark exit and Liverpool Road.

It is proposed that the existing 'Bus Zone' be relocated south of the entry/exit driveway of Ashfield Mall carpark to outside the Ashfield Baptist Church in Holden Street (north of Norton Street). This will improve traffic flow out of the carpark and increase vehicle storage capacity in Holden Street approaching the traffic signals at Liverpool Road.

RECOMMENDATION

THAT:

1. The 'Bus Zone' on the western side of Holden Street, north of the Ashfield Mall carpark exit be relocated to a position outside the Ashfield Baptist Church, north of Norton Street, Ashfield, replacing a section of 'No Stopping' restriction; and
2. The kerb space in Holden Street, at the location of the existing 'Bus Zone', be replaced with full-time 'No Stopping' restrictions between the Ashfield Mall carpark exit and Liverpool Road.

BACKGROUND

The existing Bus Zone services the main bus route 491 (Hurstville to Five Dock) and a few school specials. Buses travel via Holden Street and Brown Street towards Ashfield Station. The bus stop mainly allows buses to drop off patrons prior to the terminus area in Brown Street opposite the Ashfield Station.

FINANCIAL IMPLICATIONS

Nil.

OTHER STAFF COMMENTS

The existing 'Bus Zone' is located outside the commercial premises of 208 Liverpool Road (side boundary in Holden Street). Transit Systems have advised that the bus stop is well utilised and raises no objection to having the stop relocated to outside the Ashfield Baptist Church (see diagrams1-3).

Apart from the 'Bus Zone', the kerb lane on the western side of Holden Street between Norton Street and Liverpool Road is signposted as 'No Stopping' to allow for the free flow of traffic from the carpark entry/exit off Holden Street. The proposed Bus Zone location would cause little or no hindrance to traffic flow. Trucks servicing the Mall (large rigid, 12-14 metre length), turn right wide from the signalised intersection of Norton Street into Holden Street. The probability that there is a bus in the proposed Bus Zone and larger vehicles turning right from

Norton Street is considered low and the benefit of providing increased capacity in Holden Street from the carpark exit to Liverpool Road is greater.




- Existing Bus Stop, approx. 12-13 metres in 'Bus Zone' length.
- - - Proposed relocation of Bus Stop, to be signposted approx. 12-13 metres in 'Bus Zone' Length.
-  Small tree to be removed or repositioned pending on rear door opening to Bus.



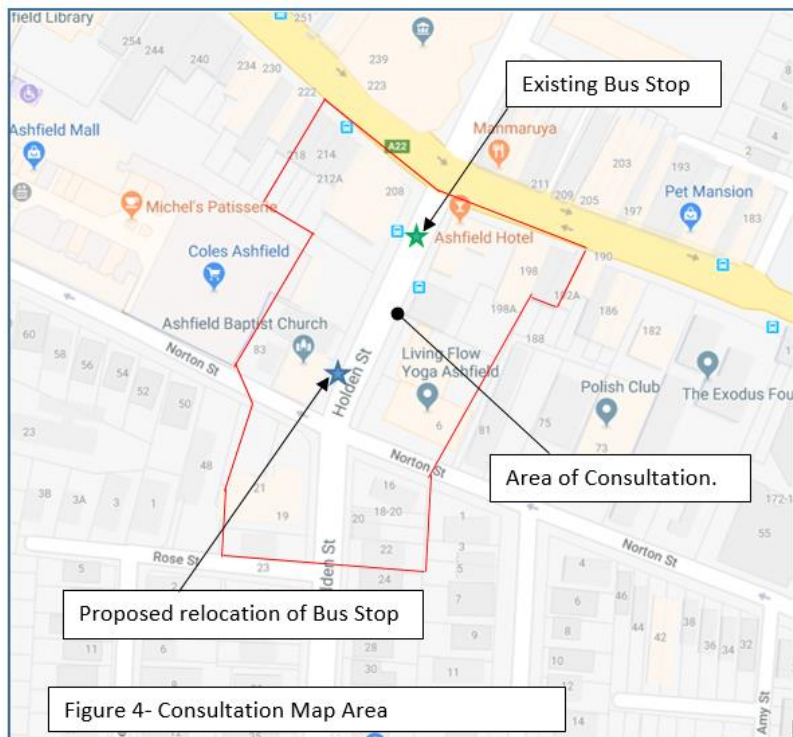
Figure 2-Existing Bus Stop in Holden Street, north of the Ashfield Mall carpark exit.



Figure 3- Proposed new Bus Stop in Holden Street, north of Norton Street (o/s Ashfield Baptist Church)

PUBLIC CONSULTATION

Approximately 70 consultation letters were letter boxed to various residential and commercial premises within the consultation map area (Figure 4) including the Ashfield Baptist Church and Ashfield Mall Management Centre. Comments on the proposal were sought, with the closure of submissions being the 16 November 2018.



No submissions were received prior to finalising the report and any comments received will be tabled at the meeting, including from Ashfield Baptist Church as the Church had been contacted for its comments in the matter.

CONCLUSION

It is proposed that the existing Bus Zone on the western side of Holden Street, north of the entry/exit of the Ashfield Mall carpark should be relocated south of the carpark access to outside the Ashfield Baptist Church in Holden Street, north of Norton Street. This will improve traffic flow exiting the carpark and increase storage capacity in Holden Street approaching the traffic signals prior to Liverpool Road.

ATTACHMENTS

Nil.

Item No: LTC1218 Item 17

Subject: Forbes Street, Croydon Park – Introduction of short term parking restrictions (Ashfield Ward / Summer Hill Electorate / Burwood PAC)

Prepared By: Jennifer Adams - Engineer – Traffic and Parking Services

Authorised By: John Stephens - Traffic and Transport Services Manager

SUMMARY

A request for short term parking has been received from the proprietor of a business fronting Georges River Road adjacent to Forbes Street, Croydon Park. It is recommended that the existing 34 metre section of angle parking on Forbes Street at Georges River Road be converted from “unrestricted” to “Two Hour Parking” to provide parking opportunities for visitors / patrons attending the local businesses in the area.

RECOMMENDATION

THAT:

1. The installation of ‘2P 8:30am-6pm Monday to Friday, and 8:30am-12:30pm Saturday’ restrictions on the western side of Forbes Street, Croydon Park, for a distance of approximately 34 metres south of the existing statutory “No Stopping” restriction at the junction with Georges River Road be **APPROVED**, in order to provide short term parking for visitors / patrons of local businesses; and
2. The applicant, responders and Council Rangers be advised in terms of this report.

BACKGROUND

Concerns have been raised by a local business owner that the existing angle parking provision of 11 spaces (one a mobility parking space) on Forbes Street at the junction with Georges River Road, Croydon Park is now often filled with vehicles that are parked all day leaving limited opportunities for visitors / patrons to visit any of the local businesses in the area.

Previously, former Ashfield Council with the support of the Croydon Park Business Chamber provided 11 angle parking spaces on Forbes Street at the junction with Georges River Road, Croydon Park to service the local businesses.

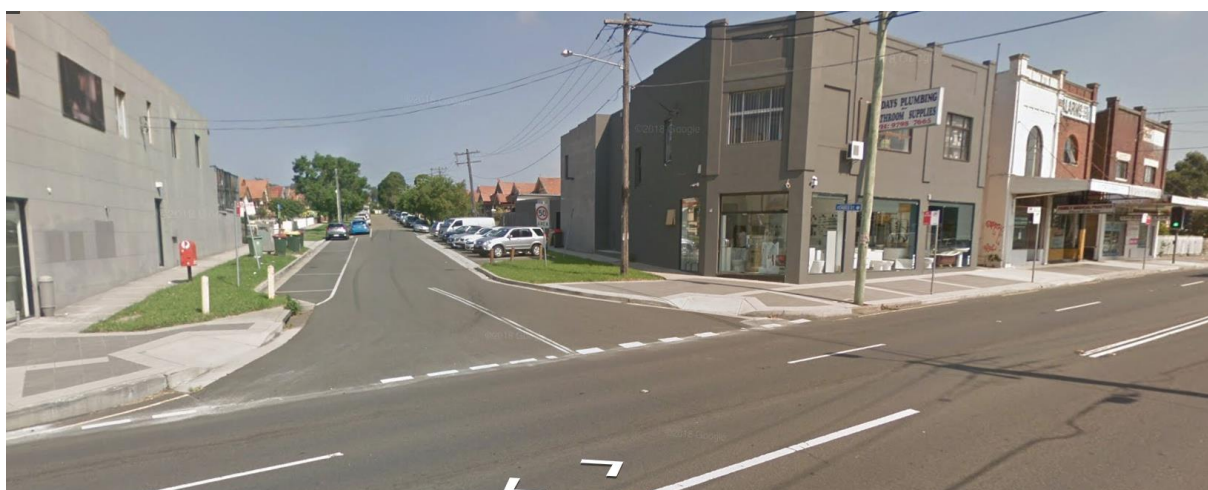
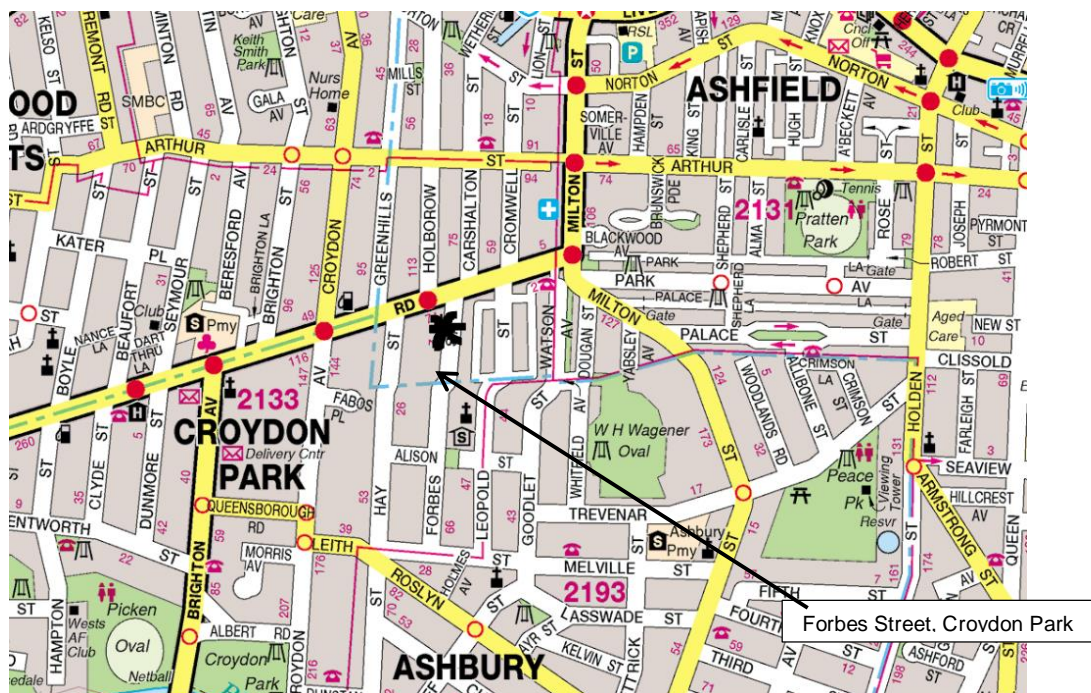
FINANCIAL IMPLICATIONS

The costs of the supply and installation of the signposting associated with the recommended ‘Two Hour Parking’ restrictions are approximately \$800 and can be met from Council’s operating budget.

OFFICER COMMENTS

Forbes Street is a local road and parking is unrestricted on the both sides of Forbes Street. Georges River Road is a State Road. (Refer to the attached locality map and photographs).

Locality Map – Forbes Street, Croydon Park



Council is proposing to introduce short term parking restrictions in Forbes Street at the existing angle on-street parking spaces adjacent to Georges River Road, Croydon Park in order to provide a balance of parking for local businesses and visitors.

The restrictions will apply to the 11 existing angle on-street parking spaces inclusive of the mobility parking space. Originally, it was proposed that the present 'unrestricted' parking

spaces in Forbes Street would be converted to '1P 8:30am-6pm Monday to Friday, and 8:30am-12:30pm Saturday (as per the consultation diagram below).



However, subsequent to the consultation period and review of the feedback it was considered prudent to change the short term parking period to two hours, from one hour, to facilitate a more sensible time period for customers of the businesses. A 'two' hour period effectively allows others to park in the spaces over night from 4pm onwards to 10.30am in the mornings.

PUBLIC CONSULTATION

Twenty four (24) letters were sent out on Wednesday 24 October 2018 to business owners and property owners/occupiers within the vicinity potentially affected by the proposed parking changes inviting comment. Community submissions closed on Friday 16 November 2018.

Council received **one** submission not supporting the proposal. It was stated that should this be approved Forbes Street will become *"a parking lot for business owners and their workers, not the home owners, nor the customers, we will have the workers parking in front of our houses all day long. Customers can park in front of the shops between 10 and 3 and in the street, as they only park for a short term there is no abjection and there is never a shortage of parking either."* They added: *"This proposal is unacceptable as we have 5 cars from our household trying to find parking. We have more rights to be able to park in front of our house than the workers who now have a delegated parking lot near the corner. There is no need for the short term parking as there is plenty of parking for the shoppers in the street and on the Georges River Road."*

CONCLUSION

It is recommended that the existing unrestricted angle parking on Forbes Street at Georges River Road be converted from "unrestricted" to "Two Hour Parking" ('2P, 8.30am-6.00pm Monday- Friday 8.30am-12.30pm Saturday') to provide parking opportunities for visitors / patrons attending the local businesses in the area.

Installation diagram



ATTACHMENTS

Nil.

Item No: LTC1218 Item 18

Subject: Wharf Road, Birchgrove - Extension of 'No Parking' restrictions (Balmain Ward/ Balmain Electorate/ Leichhardt LAC)

Prepared By: Vinoth Srinivasan - Engineer - Traffic and Parking Services

Authorised By: John Stephens - Traffic and Transport Services Manager

SUMMARY

Concerns have been raised regarding vehicles parking on the footpath and obstructing pedestrian and off-street parking access to No. 40 Wharf Road, Birchgrove.

RECOMMENDATION

THAT the existing 'No Parking' zone on the southern side of Wharf Road outside No. 40 Wharf Road, Birchgrove be extended across the property's driveway.

BACKGROUND

Concerns have been raised regarding vehicles parking on the footpath in Wharf Road and obstructing pedestrian and off-street parking access to No.40 Wharf Road, Birchgrove.

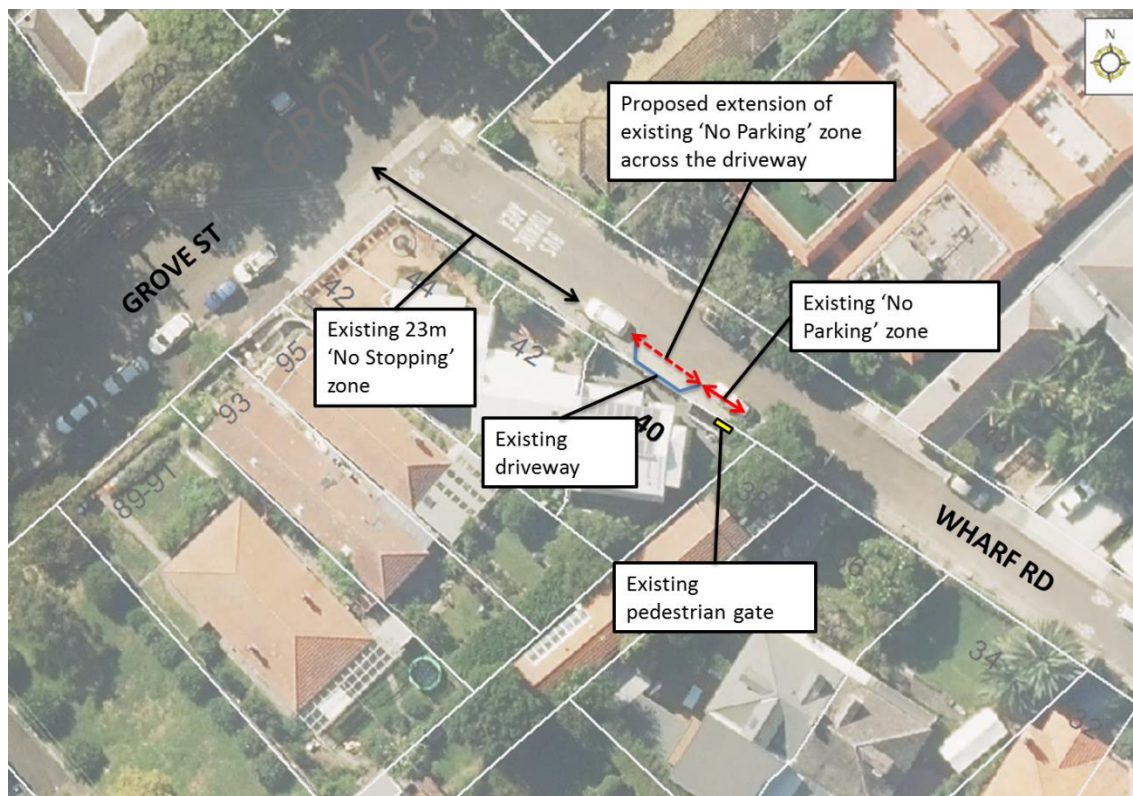


FINANCIAL IMPLICATIONS

Nil.

OTHER STAFF COMMENTS

In order to alleviate this issue, it is proposed that the existing 'No Parking' zone on the southern side of Wharf Road outside No.40 Wharf Road, Birchgrove be extended across the property's driveway. The zone would then extend across the subject pedestrian access as well as the kerb space between the pedestrian access and driveway of No. 40 Wharf Street which would be too short to accommodate a standard vehicle. The restrictions are shown on the figure enclosed.



PUBLIC CONSULTATION

As the proposal does not impact on parking in Wharf Road, there was no need for resident consultation.

CONCLUSION

Nil.

ATTACHMENTS

Nil.

Item No: LTC1218 Item 19

Subject: 168 Norton Street, Leichhardt (D/2018/490) - Development Application (Leichhardt Ward/ Balmain Electorate/ Leichhardt LAC)

Prepared By: Felicia Lau - Engineer - Traffic and Parking Services

Authorised By: John Stephens - Traffic and Transport Services Manager

SUMMARY

A Development Application has been received for the construction of a five-storey building comprising of independent living units (ILUs) and retail space at 168 Norton Street, Leichhardt.

Comments of the Local Traffic Committee will be referred to Council's Development Assessment Section for consideration in determining the Development Application.

RECOMMENDATION

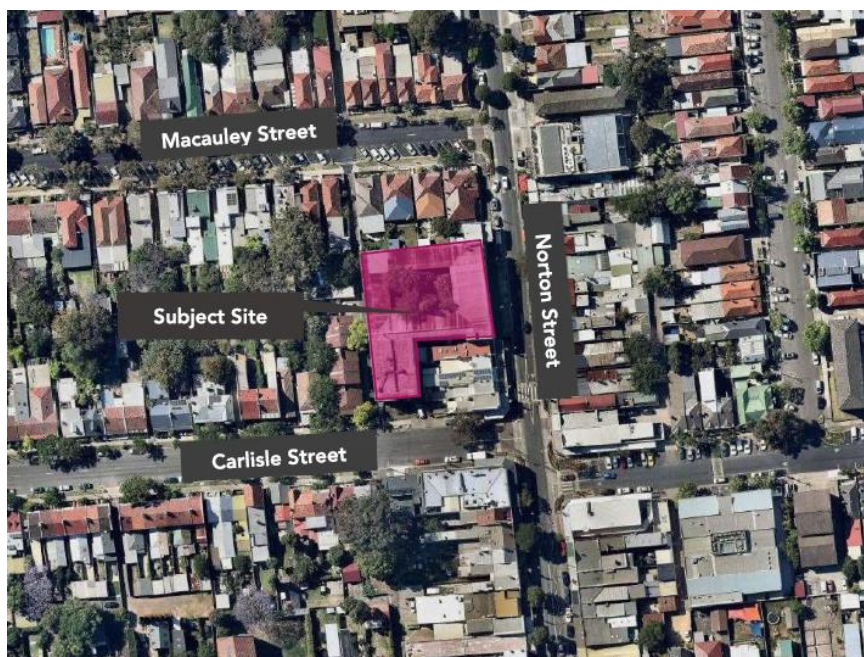
THAT the report be received and noted.

BACKGROUND

A development application (D/2018/490) has been received for the construction of a five-storey building at 168 Norton Street, Leichhardt that comprises the following:

- 50 independent living units.
 - 13 units – one-bedroom.
 - 28 units – two-bedroom.
 - 9 units – three-bedroom.
- 159m² retail space.

The proposed access point for the development is via the Unnamed Laneway rear of Norton Street between Carlisle Street and Macauley Street. This laneway is approximately 3m wide. Locality is shown in the figure below.

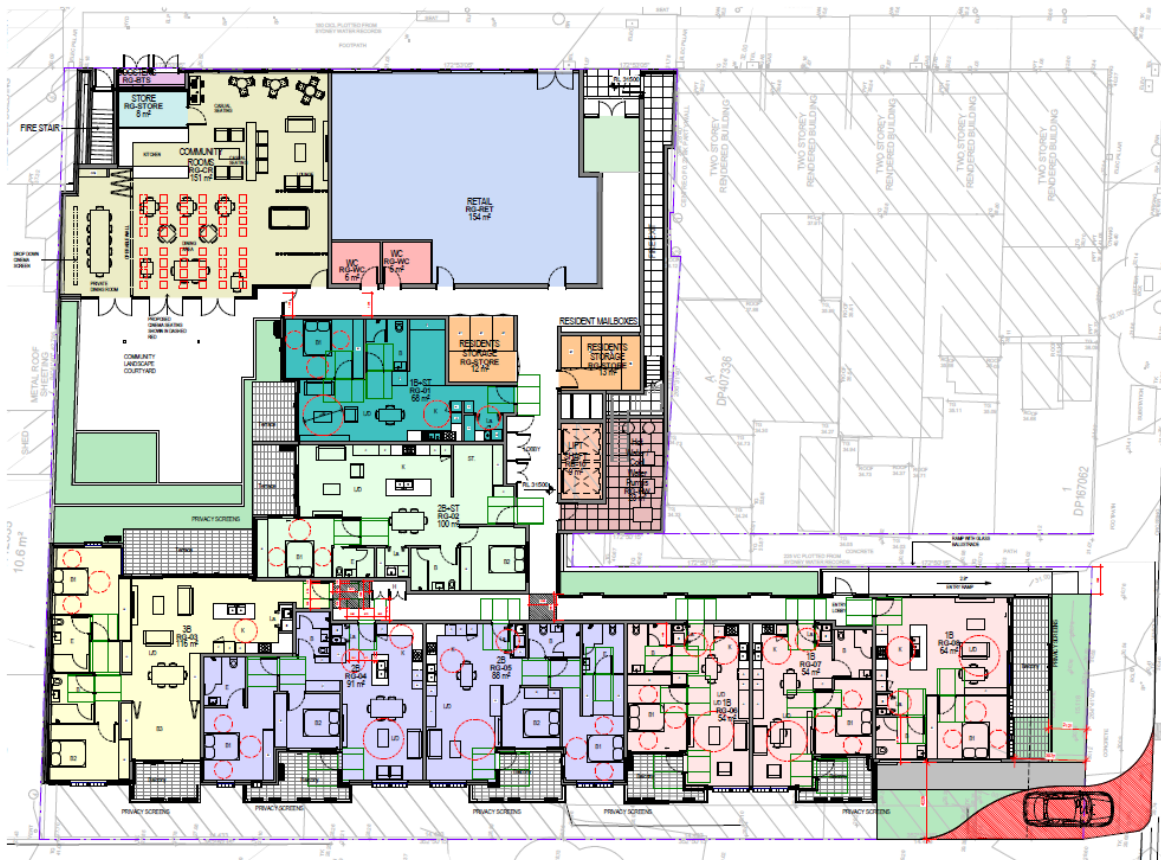


*Extract from the Traffic Impact Assessment (5 September 2018)

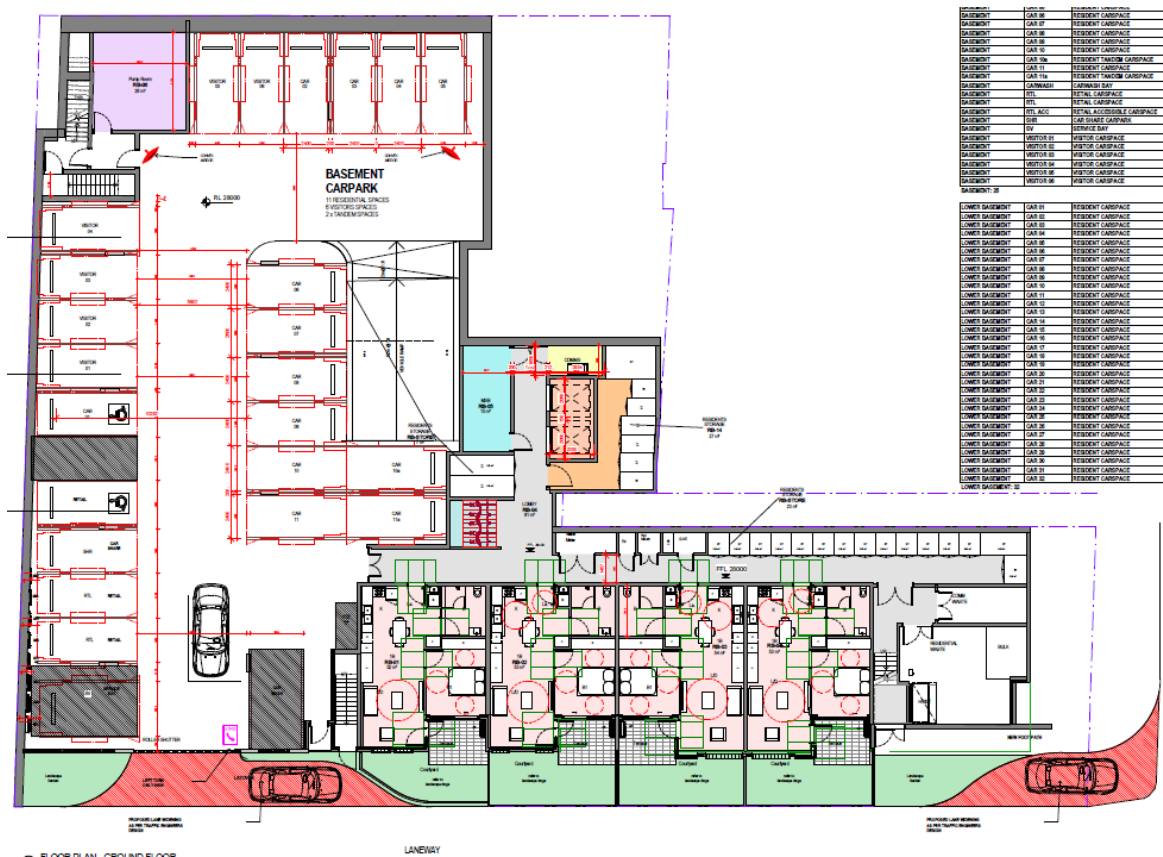
The development proposal includes the following parking provision.

- Total 54 parking spaces.
 - 50 standard resident parking spaces (6 visitor parking spaces).
 - 1 accessible resident parking space.
 - 2 standard retail parking spaces.
 - 1 accessible retail parking space.
- One car share bay.
- One service bay (B99 type vehicles)
- One car wash bay.
- Five secure bicycle parking spaces.
- Three motorcycle parking spaces.

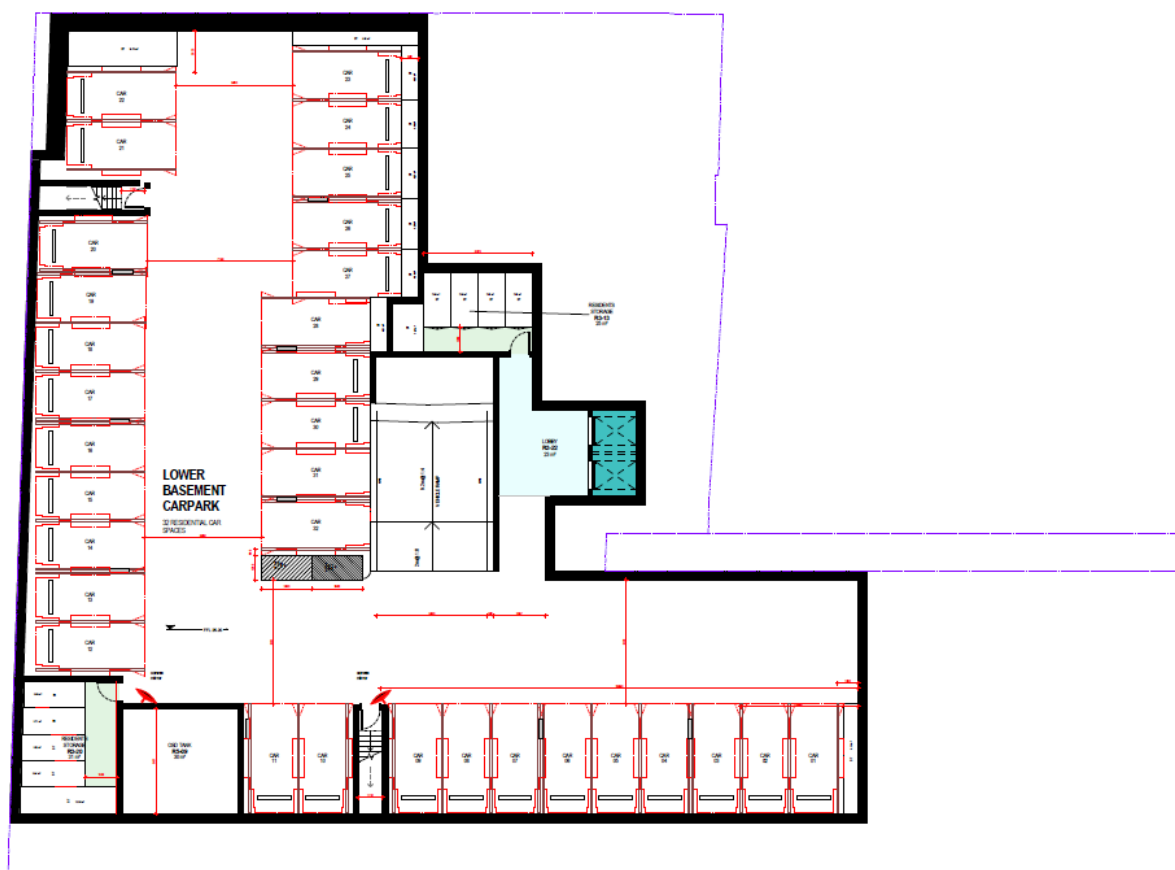
The basement car park plan is shown below.



Ground Floor Plan



Basement Car Park Plan



Lower Basement Car Park Plan

The Traffic Impact Assessment (TIA) report indicated that:

- The development generated peak hour traffic of approximately 28 vehicles.

- Intersection analysis using SIDRA 7.0 (network) shows that the road network would not be significantly impacted with the development, intersections assessed were:
 - Carlisle Street/ Laneway – priority controlled intersection.
 - Carlisle Street/ Norton Street/ Short Street – priority controlled intersection.
- The vehicular trip distribution is assumed 50% from/ to north of Norton Street and 50% from/ to south of Norton Street.
- The design review of the car parking facility has been undertaken with reference to AS2890.1:2004, AS2890.3:2015 and AS2890.6:2009 and claimed that the proposal to be generally in compliance with the standards with areas which will require minor amendments during the detailed design stage.

FINANCIAL IMPLICATIONS

Nil.

OTHER STAFF COMMENTS

A Pre-DA meeting was undertaken and comments regarding the concept design were provided by the traffic engineers. The current development application has been reviewed and results in the following concerns:

Waste Collection

The revised design proposed kerb side collection in Carlisle Street, where waste bins will be wheeled out by contractor for collection day. In accordance with the Council's Development Control Plan (DCP), the proposed development is to provide an on-site waste collection area. As advised in the Pre-DA letter, waste collection must be undertaken from Carlisle Street frontage and on-site loading facilities to be provided.

Service Bay

A service bay has been proposed for a B99-type vehicle within the basement car park. However, as advised in the Pre-DA letter, a service bay must be provided on site to accommodate loading for a small rigid vehicle (minimum) and must be positioned to allow direct access to the retail/commercial premises to minimise conflict with cars in the car park.

Car Parking Provision

The development proposed a total of 45 resident parking spaces with 1 accessible parking space.

The State Environmental Planning Policy (SEPP) Housing for Seniors or People with a Disability 2004 stipulates a minimum of 10 accessible parking spaces are required. The SEPP legislation also stipulates that if car parking (not being car parking for employees) is provided:

- Car parking spaces must comply with the requirements for parking for persons with a disability set out in AS 2890.
- 5% of the total number of car parking spaces (or at least one space if there are fewer than 20 spaces) must be designed to enable the width of the spaces to be increased to 3.8m.

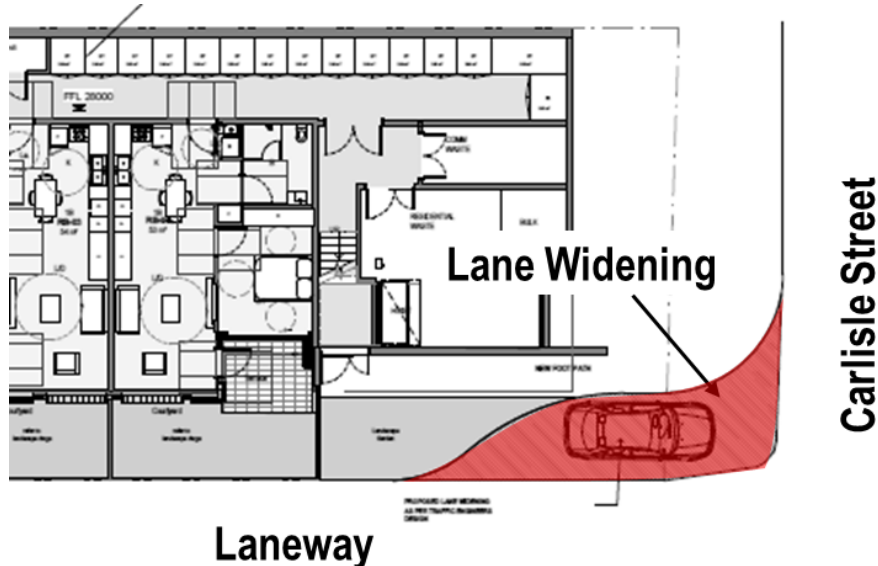
Any variation to the requirement is not supported as the proposal is for senior housing and it is essential that car parking provision is reflective of this.

Car Park and Access Requirement

A longitudinal section must be provided along each edge of the vehicular access and all internal ramps, demonstrating compliance with the ground clearance and headroom requirements.

Intersection

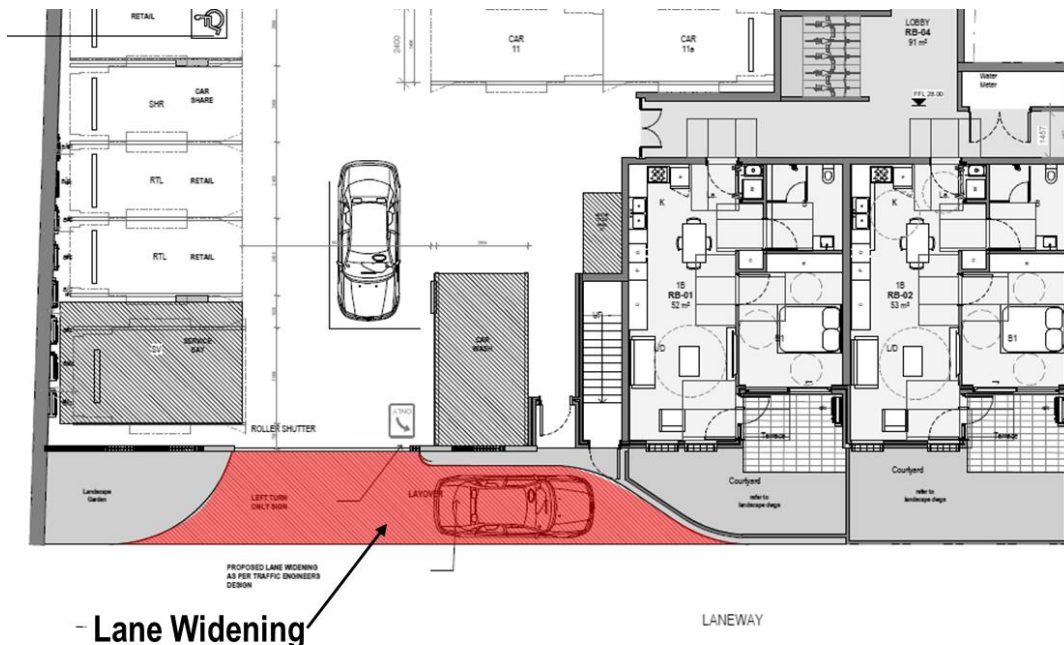
As per the Pre-DA advice, lane widening (see figure below) in the Laneway entry to Carlisle Street/ Laneway intersection is proposed to allow two vehicles to pass each other, it is proposed to extend the widening length to 10m (exclude tapering), in-line with a statutory 10m 'No Stopping'. Double barrier line may be considered to allow drivers to stay in the lane. The widening would also result in the loss of one existing metered parking space in Carlisle Street.



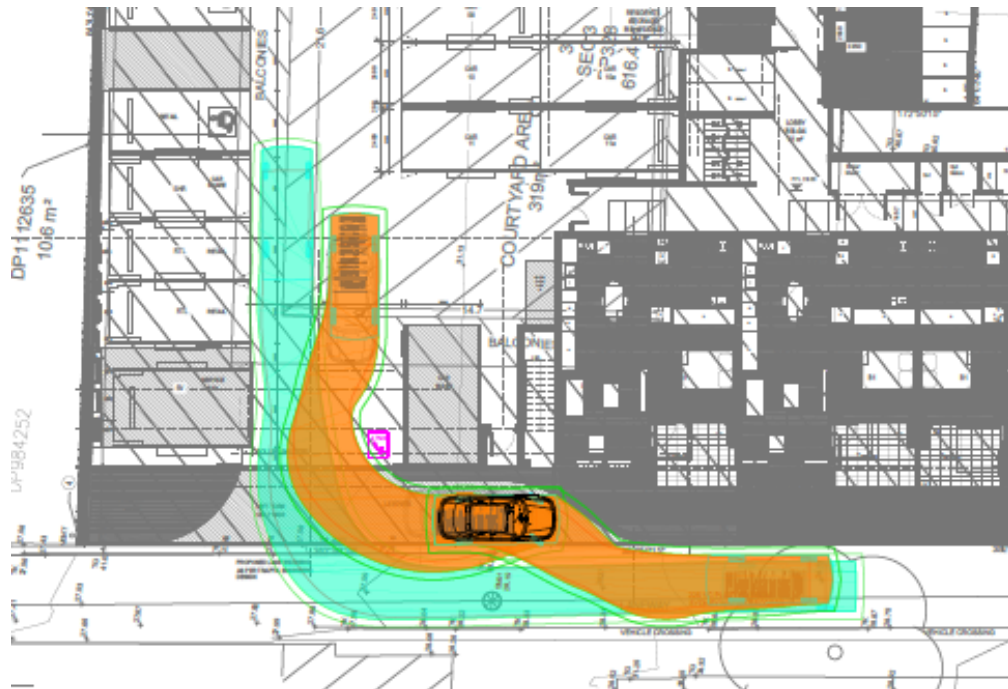
Lane Widening at the Intersection of Carlisle Street/ Laneway

Driveway Access

As per the Pre-DA advice, lane widening (see figure below) at the access driveway is proposed to allow vehicle exiting the car park to give way to vehicle in the laneway. It is proposed to extend the widening length to provide maneuverability for vehicle exiting the car park into the layover area from the point of clear sight lines of vehicles in the laneway.



Lane Widening at the Access Driveway

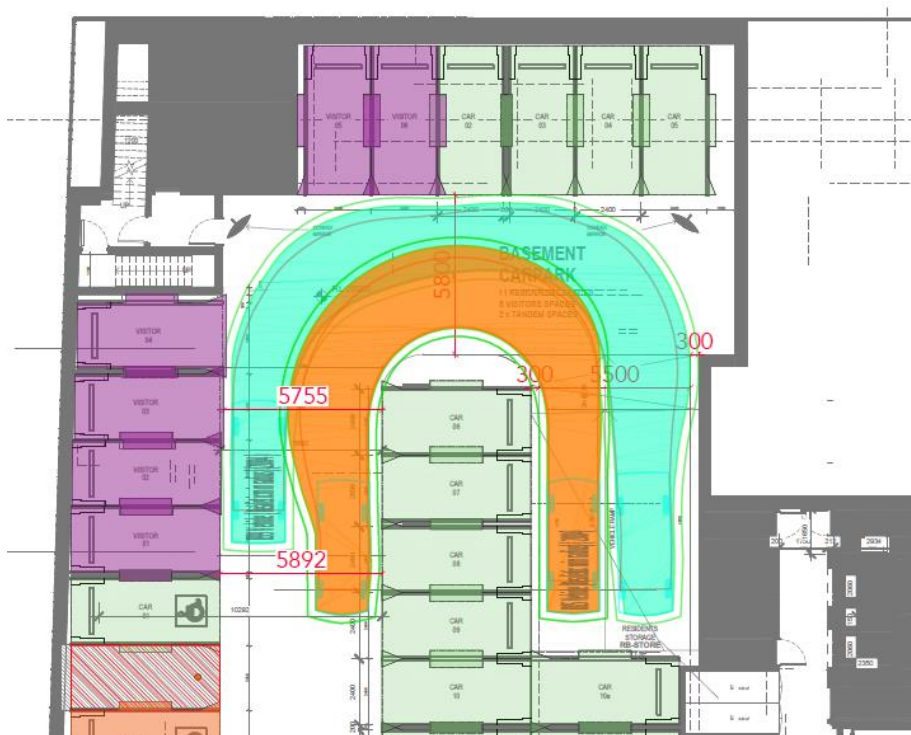


Car Park Access Swept Path (Green B99, Orange B85)

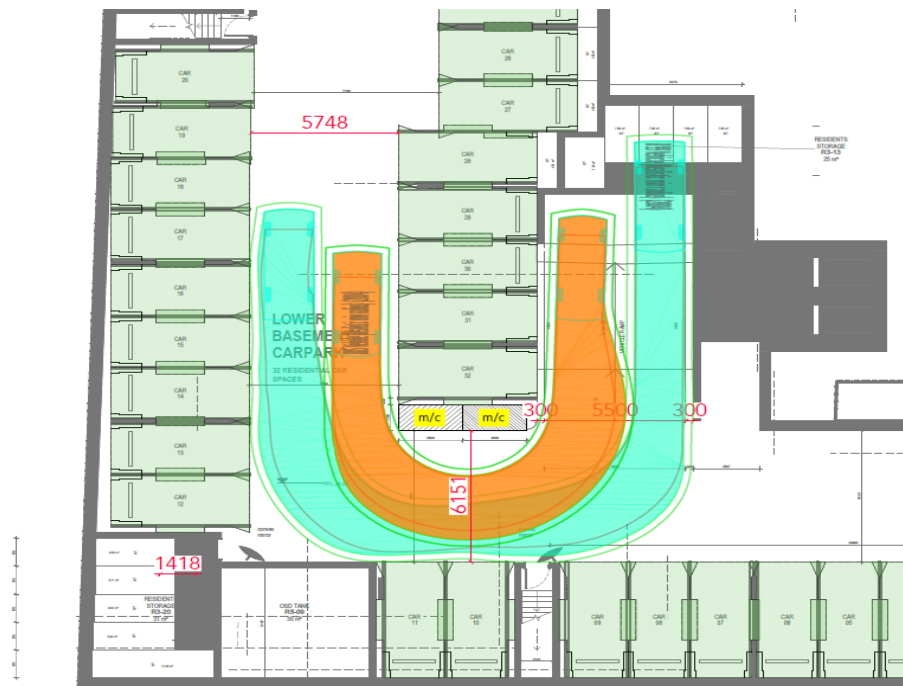
Swept Path

Swept path analysis was undertaken at corners within the car park to show the maneuverability of vehicles passing each other. The report shows that an 85th percentile type vehicle (4.91m length) is unable to pass a 99th percentile type vehicle (5.2m length) without encroaching into the swept path area (see figure below). Convex mirrors were proposed to mitigate areas where vehicles are unable to pass each other.

As the development is proposed for senior living, it is reasonable that the design should be reflective of the aging drivers. Therefore, the design must allow vehicles to be able to pass each other around corners and not rely on convex mirrors.



Basement Car Park Swept Path (Green B99, Orange B85)



Lower Basement Swept Path (Green B99, Orange B85)

PUBLIC CONSULTATION

Nil.

CONCLUSION

It is proposed that the following traffic and parking related comments be forwarded to Council's Development Assessment section.

The submitted development application for the proposal at 168 Norton Street, Leichhardt has been reviewed and the following concerns have been raised:

Waste Collection

In accordance with the Council's Development Control Plan (DCP), the proposed development is to provide an on-site waste collection area. As advised in the Pre-DA letter that waste collection must be undertaken from Carlisle Street frontage and on-site loading facilities to be provided.

Service Bay

A service bay must be provided on site to accommodate loading for a small rigid vehicle (minimum) and must be positioned to allow direct access to the retail/commercial premises to minimise conflict with cars in the car park.

Car Parking Provision

The State Environmental Planning Policy (SEPP) Housing for Seniors or People with a Disability 2004 stipulates a minimum of 10 accessible parking spaces are required. The SEPP legislation also stipulates that if the car parking (not being car parking for employees) is provided:

- Car parking spaces must comply with the requirements for parking for persons with a disability set out in AS 2890.
- 5% of the total number of car parking spaces (or at least one space if there are fewer than 20 spaces) must be designed to enable the width of the spaces to be increased to 3.8m.

Any variation to the requirement is not supported as the proposal is for senior housing and it is essential that car parking provision is reflective of this.

Car Park and Access Requirement

A longitudinal section must be provided along each edge of the vehicular access and all internal ramps, demonstrating compliance with the ground clearance and headroom requirements.

Intersection

As per the Pre-DA advice, lane widening in the Laneway entry to Carlisle Street/ Laneway intersection is proposed to allow two vehicles to pass each other, it is proposed to extend the widening length to 10m (exclude tapering), in-line with a statutory 10m 'No Stopping'. Double barrier line may be considered to allow drivers to stay in the lane. The widening would also result in the loss of one existing metered parking space in Carlisle Street.

Driveway Access

As per the Pre-DA advice, lane widening (see figure below) at the access driveway is proposed to allow vehicle exiting the car park to give way to vehicle in the laneway. It is proposed to extend the widening length to provide maneuverability for vehicle exiting the car park into the layover area from the point of clear sight lines of vehicles in the laneway.

Swept Path

As the development is proposed for senior living, it is reasonable that the design should be reflective of the aging drivers. Therefore, the design must allow vehicles to be able to pass each other around corners and not rely on convex mirrors.

ATTACHMENTS

Nil.